

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 38.—VOL. II.]

London: Saturday, May 14, 1836.

[PRICE 7D.

**SHARES IN MINES.**—FOR SALE (only a few remaining) in the following well-conducted Mines, but which, not being speculative, are not so generally known to the public, and will, therefore, be sold at a low price:

Four 1800ths in East Croft.  
Four 2000ths in Copper Bottom.  
Twenty 2000ths in Relistan.  
Twenty 6000ths in Tin Croft.  
Twenty 6000ths in Tamar Consols.

And shares in most of the English MINES and RAILWAYS, at the Office of CHARLES MANN, share broker, 7, Old Broad-street.

**MINE SHARES.**—WILLIAM TRENERY, jun., Mine Agent and Share Broker, from Redruth, Cornwall, regularly informs his friends and the public, he has on sale Shares in the most productive Mines, which are paying excellent dividends; and further assures those parties who may favour him with their commands, they may rely upon his utmost to promote their interests.

Letters addressed, post paid, to him at his office, 38, Threadneedle-street, London, will be punctually attended to.

1-200th in the Moth Mine.  
3-25ths in East Pool.  
1-25th in Wheal Providence.  
1-100th in Wheal Seton.  
10 shares in North Consolidated Mine.  
20 shares in Wheal Gilbert.  
8-240ths in Wheal Eluan.  
2-100ths in Copper Bottom.  
4-25ths in East Relistan.  
2-125ths in Great Wheal Tolgus.  
1-100th in Marazion Mines.  
50 shares in Treleigh Consols.  
50 ditta in Redruth United.  
1-64th in West Wheal Brothers.  
1-64th in South Wheal Bassett.  
And various other shares too numerous to insert.

May 13, 1836.

**CITY RAILWAY SHARES**—a few for Sale; also Gibbs's Brighton, South Midland, South Western, Eastern Counties, &c. &c. Shares in the following Mines, viz. East Cornwall Silver, West Wheal Brothers, South Wheal Leisure, East Wheal Brothers, New South Mine, North Cornwall, St. Hilary, Redruth, Polgoon, &c. &c. Applications (if by letter, to be post paid) to J. Day, John's Coffee-house, Cornhill, where attendances will be given daily, from one to two.—N.B. Shares bought, sold, or exchanged.

**VALUABLE MINES.**—To be Sold by Private Contract, ALL THE MINES of THICK COAL, Heather Coal, Gobbin Ironstone, and White Ironstone, in and under an estate called THE NEW-TREE FARM, in the parish of Bowles-Reps, in the county of Stafford, containing Thirty-one acres or thereabouts, within 150 yards of the Netherton Canal. For further particulars, application may be made to I. G. BOURNE, Esq., solicitor, Dudley.

**THE MINING JOURNAL**, and the Provincial Papers from EVERY COUNTY, also Scotch, Irish, Guernsey, and Jersey, &c., are regularly sent to DEACON'S COFFEE-HOUSE and General Advertising Office, 3, Walbrook. Advertisements promptly transmitted to the Country Papers without extra charge. A printed list of the Newspapers may be had.

**DENBIGHSHIRE IRON and COAL COMPANY.**—Notice is hereby given, that the Certificates of Shares are now ready for delivery, and may be had at the Company's offices, 17, Ironmonger-lane, London. By order of the Directors,

ROBERT ALOYSIUS WORMAN.

**TRELEIGH CONSOLIDATED MINES.**—Notice is hereby given, that an Instalment of TEN SHILLINGS per share, pursuant to the regulations inserted on the scrip certificates, will become due the 1st of June next. The shareholders are requested to pay the same to the Bankers, Messrs. Vere and Co., Lombard-street, or Messrs. Major, Turner, and Co., Truro; and all shares upon which the said instalment shall not be paid within fourteen days from the said 1st of June will be liable to forfeiture.

The bankers' receipts, with the scrip certificates, are to be left at the Company's office, 23, Tredegar-street, one clear day, that the payment may be certified thereon.

J. BAWDEN, Secretary.

**FAST CORNWALL SILVER MINING COMPANY.**—Notice is hereby given, that the Managers of this Company have made a further Instalment of TEN SHILLINGS per share, which the shareholders are accordingly requested to pay to Messrs. Bosanquet and Co., 73, Lombard-street, on or before the 4th day of June next. All shares on which the above Instalment of One pound per share is not paid within one calendar month from the said 4th of June next will be liable to forfeiture.

By order of the Managers,

HENRY THOMAS, Esq.

**POLBRENN TIN and COPPER MINING COMPANY.**—Notice is hereby given, that the Directors of this Company have called for a further Instalment of ONE POUND per share, which the shareholders are accordingly requested to pay to Messrs. Bosanquet and Co., 73, Lombard-street, on or before the 4th day of June next. All shares on which the above Instalment of One pound per share is not paid within one calendar month from the said 4th of June next will be liable to forfeiture.

By order of the Directors,

HENRY THOMAS, Esq.

N.B.—The Directors have great satisfaction in acquainting the shareholders, that the present call is chiefly required for the immediate erection of efficient machinery for stamping the tin and copper ores, the present state and prospects of the Mine fully warranting such outlay.

1, Cushion-court, Old Broad-street, May 10.

HENRY THOMAS, Esq.

**ALTEN MINING ASSOCIATION.**—In pursuance of the power vested in the Directors of this Association, they do hereby make a call on the Shareholders of £2 per share; and request the same may be paid to the Bankers of the Association, Messrs. Williams, Deacon and Co., of Bircham-lane; the first instalment of £1 on or before the 20th day of May next; and the second instalment, also of £1, on or before the 20th day of July following. The Bankers' receipts, together with the certificates of Shares, should be left at the office of the Association, in Winchester House, Old Broad-street, two clear days, that the payment of the instalments may be inscribed thereon.

JOHN LABOUCHERE, Chairman.

Winchester House, April 18, 1836.

**CAUTION.**—Notice is hereby given, that the Owners and Proprietors of Tin Bounds, situate in the Duchy Manor of Heiston, in Haverfordwest, and the parish of Wenvord, are ready to grant Sets or Licenses to any respectable Adventurers who will effectually work the same; and all persons are cautioned against taking any set or license from HENRY CREASE, Esq., or his agents, in the said manor and parish, without previous application to the Tin Bounders, who possess the exclusive right to grant sets therein.

In case any person shall, after this Notice, commence mining operations, or continue to work without the consent of the Tin Bounders, or their legal agent, measures will be adopted against them, and the Tin raised within such Tin Bounds will be seized and taken possession of for the use of the Bounders.

Smelters and others purchasing Tin are liable to account for the same to the lawful owner, although they may have paid a full price for the same.

Dated Heiston, April 16, 1836.

JOHN SILVESTER,

Agent for the several Tin Bounders in the manor and parish aforesaid.

\* \* \* The mines now working in Wenvord without license from the Bounders, which are intended to be SPECIALLY INCLUDED in this notice, are Wheal Widnes, Gallidna, Ruby, Balmineer, Treloar Crowpitt, the Royal Wenvord Mining Co., &c.

**CUBA BANKING COMPANY.**—CAPITAL £400,000.

DIRECTORS.

Edward Blount, Esq.	Samuel E. Maran, Esq.
George Brown, Esq.	Richard Norman, Esq.
Sir Robert Campbell, Bart.	Thomas Nolan, Esq.
Oliver Farre, Esq.	Edward Stewart, Esq.
Sir Andrew Green, K.N.	John Wright, Esq.

This Company has been formed for the purpose of carrying on the business of Banking in all its branches, in the Havana; and also, should it be deemed expedient, in other principal towns of the large and populous island of Cuba.

A License or Charter has been obtained from the competent Local Authorities, which, by the established Commercial Code of Spain, limits the responsibility of the Shareholders to the amount of the shares that may be held by them respectively.

The Capital, consisting of £400,000, will be divided into two distinct series of 200,000; each series composed of 8,000 shares, of £25 per share; of which £100 will be reserved for allotment amongst parties resident in, or connected with, the trade of Cuba.

The First Series will be issued immediately, and must be paid up as follows, viz.:—A deposit of £5 per share on allotment, £5 in October, 1836; £5 in January, 1837; and £5 in April, 1837.

The Second Series will be issued when the development of the Company's affairs shall appear to warrant the advantageous employment of an increased capital.

The Directors have appointed Messrs. Wright and Co., Bankers; and Messrs. Farre and Co., Solicitors of the Company.

Applications for shares may be addressed to the Secretary, at the temporary office, 6, Broad-street-buildings; but applications through a Director will be preferred. Prospectuses may be had, and every requisite information obtained, at the office.

H. S. ROBERTS, Secretary.

### THE MINING REVIEW.

The forthcoming Number of this work, will unavoidably be delayed a few days longer, in consequence of the numerous Wood-cuts required for illustrating several Original Papers; the publication of the MINING JOURNAL (directing its attention particularly to Public Companies, having determined the Editor to render the MINING REVIEW more exclusively devoted to Science, and, so far as practicable, to render it unique by numerous Engravings, and Wood-cuts.

Contents of No. VI. of the MINING REVIEW.

ORIGINAL COMMUNICATIONS.—On Mining Companies—Descriptive Notice of the Consolidated and United Mines—Comparative View of Celebrated Mines in Europe and America—Parallel between the British and Continental Methods of Copper Smelting—On the Geological Position of Rocks, and on the Separation of Gold from the Ore of Gongo, in Brazil—On the System of amalgamation pursued at the Hacienda of San Pedro Nolasco, in Capulapac—MISCELLANEA—NOTICES OF RECENT PUBLICATIONS—NEW COMPANIES FOR WORKING MINES—PROSPECTUSES OF PUBLIC COMPANIES—CORRESPONDENCE FROM MINING DISTRICTS—APPENDIX.

### THE MINING JOURNAL AND COMMERCIAL GAZETTE.

The only Newspaper exclusively devoted to Geology, Mineralogy, and Metallurgy; combining therewith Reports of the Proceedings of Public Companies, Correspondence from the Mining Districts, Sales of Ores, Prices of Shares, Mines, Railways, Canals, &c., with Parliamentary Summary, London Gazette, and much original and interesting Scientific Intelligence, &c. is published every Saturday, and may be had of all newsreaders in town and country.

Office, 12, Gough-square, Fleet-street, London.

### UPON AND ROBERTS' PATENT SAFETY LAMP.

The perfect safety of this Lamp has been proved by the chemist, the miner, and a Select Committee of the House of Commons, by both which neither the Davy Lamp, nor any other professed Safety Lamp, could sustain. It can, therefore, be recommended to the Miner as a protection, under all circumstances—there are no exceptions. It is presumed that none will henceforth incur the awful responsibility of exposing the lives of their workmen to a dreadful, and now, happily, unnecessary peril. This Lamp gives three times the light of the Davy Lamp.

Sold by W. UPRON and Co., Queen-street, Cheapside, London; Mr. ROBERT WATSON, High-bridge, Newcastle-on-Tyne; and also by MESSRS. T. SMITH and Sons, Birmingham, who supply the trade.

May 13, 1836.

### ROYAL CORNWALL POLYTECHNIC SOCIETY.

The liberal assistance of the nobility and gentry of the county is respectfully, but earnestly, solicited towards the Funds required for the erection of a large room, to accommodate the increasing exhibitions of the POLYTECHNIC SOCIETY.

Subscriptions will be received by the Treasurer, Mr. W. Gibbons, Esq., Falmouth, by the Secretaries, and by the Bankers in the various towns of the county.

LOVELL SQUIRE, Jun., Secretaries.

Subscriptions already reported.

THOMAS B. JORDAN, Falmouth.

John H. Trelawny.

Lewis Elton.

Henry English, Editor of the Mining Journal and Mining Review.

Smaller subscriptions.

Capital £100,000, in 8,000 Shares of £25 each. Deposit £2.

Prospectus will be ready for delivery on Wednesday, the 19th inst., and may be obtained of Mr. G. M. Boyes, Secretary pro tempore, King William-street, City, or C. G. Jones, Esq., Solicitor to the Company, 11, Gray's-Inn-square. No applications for shares will be received after Twelve o'clock on Saturday, the 21st inst., on which day the Provisional Committee will proceed to allot the shares.

G. M. Boyes, Sec. pro tempore.

To be incorporated by Act of Parliament.

Capital £100,000, in 8,000 Shares of £25 each. Deposit £2.

To be incorporated by Act of Parliament.

Capital £100,000, in 12,000 Shares of £25 each. Deposit £2 a Share.

PROVISIONAL COMMITTEE.

Albert W. Beetham, Esq., F.R.S.

Hans Busk, Esq.

Richard Cooke, Esq.

Henry Charles Dakyns, Esq.

James C. Disney, Esq.

Thomas Smith Goode, Esq.

Robert Hay Graham, Esq.

Augustus William Hilary, Esq.

WALTERS.

Messrs. Whitmore, Wells, and Whitmore, and Messrs. Banister and Co.

ENGINEERS.—William Laxton, Esq., and Charles J. Blunt, Esq.

The shareholders are acquainted, that the banker's receipts may be exchanged for the scrip shares on applying at the Company's offices, between the hours of ten and four.

J. BINNS, Secretary.

1, Mansion-house-street, City.

PROVISIONAL COMMITTEE.

The Hon. Warwick Lake.

Admiral Maitland.

Major Macnamara, M.P.

The Hon. F. W. Mullins, M.P.

Frederick Pophill, Esq., M.P.

Sir William Rawlins.

John H. St. Leger, Esq.

John Henry Walker, Esq.

GEORGE.

Messrs. Whitmore, Wells, and Whitmore, and Messrs. Banister and Co.

SOLICITORS.—Messrs. Brookfield and Gould, and Mr. Bernard John Wake, of Sheffield.

Applications for shares to be made by letter post paid, to the Banks at Sheffield and Rotherham; to Messrs. Edward Ellis and Co., 38, Threadneedle-street, London; or to the Solicitors at Sheffield.

### TO CONTRACTORS.—PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY.

Incorporated by Act of Parliament.

Notice is hereby given, that the DRAWINGS and SPECIFICATION for the erecting a PIER at BURN NAZE, are now READY for INSPECTION at the Company's Office, where they will be open for seven days, and they will afterwards be forwarded to the office of Messrs. Winstanley and Co., Solicitors, Preston, where they will also remain for seven days.

Tenders to be delivered, signed and sealed, and addressed "to the Directors of the Preston and Wyre Railway and Harbour Company," on or before the 1st day of June next.

26, Cornhill, 12th May, 1836.

OWEN T. ALGER, Secretary.

### HAYLE AND PENZANCE RAILWAY.

The PROSPECTUS of this Company is now READY for DELIVERY.

Applications for same and for shares to be made (if by letter, post paid) to Messrs. Bennett and Paul, solicitors, 38, Bucklersbury, London; Mr. Thomas Hanson, 41, Cherry-street, Birmingham; and to Mr. H. E. Tippet, solicitor, Marazion, Cornwall.

26, Cornhill, 12th May, 1836.

L. E. MACKINTOSH, Secretary.

### EAST AFRICAN COMPANY.

for Trading and Founding Settlements, and promoting Civilization, chiefly on the SOUTH-EASTERN COAST OF AFRICA.

Capital £1,000,000, with power to increase it to £10,000,000. In 10,000 shares of £100 each. Deposit £2 10s. per share. No call to be made at a less interval than three months, exclusive of twenty-one days' notice.

N.B.—Not more than one call will be made (if any) till accounts are received from the first vessels. A detailed prospectus, with the names of the Provisional Committee, will be issued in a few days.

Applications for shares, in the interim, may be forwarded to the temporary offices of the Company, 4, Adam-street, Adelphi, where the preliminary prospectus may be immediately obtained.

### SOUTH AFRICAN COMPANY.

**PROPOSED LONDON AND BIRMINGHAM CANAL.**  
TO THE EDITOR OF ARISTE'S GAZETTE.

Sir—I read in your paper of the 25th inst. a letter addressed to Francis Downing, Esq., signed "A Canal Proprietor," containing certain statements and observations relative to the proposed London and Birmingham Canal.

The obvious drift of the author of the letter is to deter persons from embarking in the undertaking; but, like an unandid and self-interested partisan, though he professes his anxiety to furnish the "unvarnished truth," he omits all mention of the advantages the projected concern is likely to afford to the public. The omissions made by the "Canal Proprietor" I will, with your permission, Mr. Editor, endeavor to supply.

I will, in the first place, however, state some of the circumstances attending the bringing forward of this plan.

The projected undertaking, Sir, had its origin in the heavy and partial imposts, the monopolizing spirit, and the vacillating and unaccommodating conduct of the companies possessing the canals which form the existing line of navigable communication between Birmingham and London.

Though not altogether unaware of the heavy expense the public incur by the circumstances and complicated lockages of those lines of canal, the several parties who were the immediate sufferers from the want of a cheap route, confined their endeavours for a considerable time to the obtaining of abatements in the heavy and partial tonnages to which they were subjected; but, despairing of ever inducing these companies to meet them in a spirit of liberality, they have turned their attention to the only alternative left them—that of a competing line; and it was not until having fully investigated and ascertained the advantages of a line from Birmingham to London, which should have no further incumbrances of lockage than what the difference in levels at the extreme points rendered unavoidable, that the enormous expense of trackage through the existing canals (not unaptly termed the *Staircase Canal*) was clearly and strikingly brought to view.

The projected Canal will, I believe, be so constructed, and so well supplied with water, as to be in a fit state to have boats navigated through it with full burthen at all times and seasons; and I take upon myself to affirm that, exclusive of the advantages which will arise from the tolls on the new route being lower than on the present routes, a boat with a full cargo of coal would be navigated from the Staffordshire collieries to London, through the new route, at a less expense than what would be incurred in performing a similar voyage through the existing lines, of no less a sum than five pounds.

As regards iron, I affirm also, that from the facilities and accommodations the new line would afford, the expense of trackage by that line would be so low that the aggregate expense per ton on the conveyance of iron to London by the new route (including a fair and liberal abatement on the new line) would not exceed the tonnages alone on the existing lines, and that the promoters of the new canal can readily substantiate their statement that the new route would effect a reduction of 50 per cent. in the freight of iron.

It must be evident that, without a competing line, the public will still have to incur the delay and the expense of the present routes. But there are several matters attending the using of the present canals, besides the delays and expenses just mentioned, that it is proper the public should now be made acquainted with.

The Grand Junction Canal, it is well known, forms an inconsiderable portion of the present route to London, and the locks theron are large locks. Now, if a trader arrives at any of those locks with a single boat and finds it necessary to proceed, he is compelled to pay, over and above the regular rates, the sum of eighteen shillings, otherwise he must wait until another single boat arrive, that the two boats may pass together.

But this is not all, for if the urgency of business compel a trader with even a pair of boats to pass on the canal beyond certain hours fixed by the Canal Company, he is under the necessity of applying for what is termed "a red permit" (a pretty invention), which costs him five shillings per boat, and without which he is not permitted to proceed.

Will the "Canal Proprietor" state the amount that these pretty taxes on the trade of the canal procure to the Grand Junction Canal Company?

With the exception of the Oxford Canal Company (and they have only partially improved their canal), no attempt, I believe, has ever been made by any of the Canal Companies between Birmingham and London to correct the faulty levels and original mal-construction of their several lines.

On the other hand, have not the difficulties and delays attending the defects of these canals been increased by the apathy and indisposition of the Companies to the providing of adequate supplies of water? Is it not notorious that a summer season scarcely ever occurs in which great delay and expense to the trader does not arise from want of water on one or other of these canals? Has the "Canal Proprietor" never heard of the difficulties at times of passing the Trent summit? Has he never heard of vessels being detained in locks for six, eight, ten, and twelve successive hours, waiting for a supply of water, or for other boats to meet them? And has he never heard that the Canal Company, on whose canal these detentions so frequently occur, derive a large revenue from granting to the trader red tickets, or what they term a "licence for boats to fly?" Has he never heard of the heavy toll of 1s. 6d. per ton (formerly so enormously high as 2s. 9d.) paid on coal passing the Napton Canal into the Oxford Canal? and is he unacquainted with the fact, that when a reduction of the toll took place, two of the Companies thought fit, for a short time, to compete with each other for the trade, and reduced their respective rates with that view, but afterwards entered into a compact, by which one of the Companies imposed a higher rate on a certain portion of the trade than they had done for a long time before, and the other Company raised their rates on coal more than 50 per cent., and that the proceeds of this pretty juggling were (and I believe now) divided between the two Companies in certain proportions? Has he never heard, also, that the Company which was first and foremost in attacking the Oxford toll before-mentioned, persists at the present time in demanding and receiving a toll in principle equally unjustifiable?

Does not the "Canal Proprietor" also know, that, at this time, on the Grand Junction Canal, a higher rate of tonnage is demanded and taken on Staffordshire coal than on the coals of Leicestershire and Derbyshire?

It will, perhaps, Sir, be considered surprising by some, that these matters have not hitherto been brought before the public, but the fact is, that these Canal Companies, who really have done nothing, either by judicious regulation or by improving their lines, to accommodate the carrying trade of the country, have been considered so secure in their monopolies, that it has been deemed quite too arduous and hazardous a task to attack them.

A new era, however, has now arisen. The public require and will have a cheap, a direct, a perfect navigable communication between Birmingham and London. To form any part of a line of that description, most of the existing canals are totally unfit. They will necessarily, therefore, be confined to the purposes for which they were originally made, local accommodation; and the bawlings, lamentations, and specious promises of the several Companies (considering how they have hitherto treated the trade of the country), will be held by the public in complete contempt.

It would be almost an insult to your readers to suppose that any one would be imposed upon by the rubbishy calculations of the "Canal Proprietor" respecting what he terms the Carriers' charges. Independent of the manifest absurdity of that calculation, what I have stated respecting the expense of trackage shows at once its fallacy. As respects the expense of the maintenance and management of the Staircase Canals, I can readily admit (particularly from their number of locks, and from the "cheeseparing and candle-end system" that their works display) that it amounts to full 15 per cent., but to any person who will compare the section of the projected Canal with the Locks and Levels of the existing lines, it must be very evident that the calculation the "Canal Proprietor" has made respecting the maintenance and management of the proposed line, is equally absurd with what he makes respecting the Carriers' charges. The exception of the old lines can form no rule in this case. A boat passing from the Trent Level of the Birmingham Canal through the Warwick Canal to London, requires seven locks of water. By the proposed line, only one will be required. Let the "Canal Proprietor," when he makes his next calculation, ponder this well.

As regards a line of such great simplicity as the proposed one, every person acquainted with canal matters will at once admit that 5 per cent. for expense of maintenance, &c., is an ample allowance.

I will now make a few observations on the subject of the trade which may be expected to arise on the new line, and I will first notice the statement brought forward by the "Canal Proprietor" of the quantity of commodities navigated the last three years on the Grand Junction Canal. According to this statement, the weight of goods that passed the whole length of that Canal in the year 1835 was no more than 192,839 tons. Now, Sir, nothing in my opinion can be more convincing as to the absolute necessity of the proposed new line to London than this statement. Here is a Canal, extending from the capital of the kingdom to the centre of this great commercial and manufacturing country, having almost a direct communication with the Potteries and great iron Works of Staffordshire, with the Salt Works of Cheshire, with the great manufacturing counties of Lancashire and Warwickshire, and with Birmingham, Manchester, and Liverpool, and with various agricultural districts in the interior, and the total quantity of commodities passing the whole length of that Canal does not reach 200,000 tons annually. Every person acquainted with the trade and commerce of the country will at once admit that the commodities which pass from those districts and places to London, and vice versa, exceed very greatly the total quantity here stated. The fact is, that very considerable portions of these commodities find their way to and from London through other channels, the traders and dealers choosing, in many instances, to incur the delay and risk of a conveyance coastways, rather than submit to the absurd restrictions, fiscal regulations, and high tonnages of the Grand Junction Canal. Nothing, in fact, can more clearly demonstrate the necessity of another competing line of water communication through the interior than this state of things, and the more the matter is investigated, the more will the urgency and importance of the projected line appear.

As soon as the new line is completed, a considerable diversion of local trade will take place. The coal trade to Banbury and other towns, to the city of Oxford, and to markets on the IIs and Thames, will be greatly increased and extended.

The facilities of communication of the new line will afford will be productive of immense advantage to the iron Trade of Staffordshire, Worcestershire, and Shropshire. The coals of West Bromwich, Oldbury, Tipton, Bilston, Netherton, Stourbridge, Rugeley, Pelsall, Bentley, and Wyrley, will find ready sale in London, and to the various towns and districts contiguous to the new line.

The quantity of coal which will be sent to London annually will not fall short very probably of one million of tons.

The commodities which pass between Manchester and London, and between Liverpool and London, will unquestionably be diverted along the new line, and an immense quantity of goods and heavy articles and materials which are now taken to London coastways, will then be brought through the interior.

In Birmingham, the new line will be of the highest importance, hardware and every description of manufactured goods will be forwarded with much greater despatch and regularity than they are now, and at greatly reduced charges.

As it will be the object of the new Company to invite trade, not to repel it, I am informed there will be no Red Ticket, Single Boat, or Licensing System. The traders on the Canal will all be put on the same footing.

As regards the remuneration the subscribers are likely to receive for their outlay, the "Canal Proprietor" surely can never suppose that the public will form its judgment of the prospects of the concern from his interested twaddle. Several of the Staircase Canals, though affording the public so little accommodation, pay 10, 12, and 15 per cent. on the original subscription.

The Grand Junction, at the present time, pays 12 per cent., and we may fairly infer from the statement of the "Canal Proprietor" that this is derived principally from its local trade.

Is there any reason, I would ask, why the local trade on the intended line should not equal that on the Grand Junction line? My own opinion is, that it will greatly surpass the latter.

The importance of the intended communication at Banbury to fully considered, and it will be formed of the coals and other commodities which will be carried to other towns, and to markets on the IIs and Thames, there is no reason to believe that the local trade of the projected line will probably very far be more than equal to the local trade of the Grand Junction, and, at very least, probably, produce a revenue equal to the whole revenue of the Grand Junction Canal.

It is considered that the projected line will form the great inlet to London from the interior, and a great portion of the articles for consumption in London will pass through that line. Regarding its direction and lockage it can never be rivalled; that will give communication of the highest importance, and increase greatly the inter-

nal trade of the country, it is scarcely possible to form an adequate estimate of what will be the extent of its business, or the amount of its revenues.

Many of the Canals of the country pay high dividends, and, looking at the prospects of this truly national undertaking, I think it highly probable that the remuneration it will afford to its promoters will not fall short of that produced by any other Canal in the kingdom, not excepting the Trent and Mersey, or the Old Birmingham.

Should the "Canal Proprietor" think proper to reply, he shall have a rejoinder from

VERITAS.

April 29, 1836.

**WEST INDIA AGRICULTURAL COMPANY.**

TRUSTEES.

The Right Honourable the Earl of Mountnorris.

William Alexander Mackinnon, Esq., M.P.

William Archibald Campbell, Esq.

BANKERS.—Messrs. Glynn, Halifax, Mills, and Co., 67, Lombard-street, London.

Notice is hereby given, that the appropriation of shares in the above Company has been completed; and as it is of paramount importance to have an efficient Direction, in perfect accordance with the feelings of the Shareholders, a meeting will be convened with the least possible delay, for the purpose of electing Directors from the general body: the deposits, in the mean time, remaining under the guarantee of the Trustees.

B. LUMLEY, Solicitor.

17, Ironmonger-lane, May 10th, 1836.

**THE LONDON COLLIER DOCK COMPANY.**

Capital £500,000, in 16,000 shares of £25 each.

In soliciting the attention and support of the public to an undertaking possessing the greatest national advantages contemplated by this company, it will probably be sufficient to state, that the most important public objects, which cannot fail to be attained by its operations, are to clear the river of the number of colliers and coal barges always moored in and traversing the pools, by the formation of a dock for the reception of such vessels, while the locality and regulations of the proposed establishment will tend to reduce the price of coals to the consumers in London.

The average number of colliers moored in "tiers" on both sides of "the pools" is 200, and the number of barges daily passing to and from these ships (and not unfrequently floating broadside across the stream), exceeds 300. The water-way between the "tiers," required by the city regulations, to be only 30 feet in width, is often unavoidably reduced to less than 100, and has on many and very recent occasions been altogether impassable, thus rendering the spacious river which affords access to this great metropolis, of far less utility for that purpose than would be an ordinary canal.

The grievous damage to property, and the lamentable loss of life which so constantly occur in that part of the river, afford sufficient evidence of the necessity for an alteration in the present system, and offer the most conclusive arguments in favour of such an undertaking as that now proposed; and when the great annual increase in the quantity of sea-borne coals brought to the port of London, and the very considerable addition to the number of steam-boats navigating the river are taken into consideration, it must be obvious to every one, that the practice of discharging colliers in the stream cannot be continued much longer without augmenting the evils already existing to a most serious extent. Under these circumstances, the present plan is suggested, as offering at once the only practicable remedy for the submitted mischief, great benefit to the community, and a most advantageous opportunity for private investment.

The ground which will be required by the company is not by any means of a valuable description, and arrangements have already been made, by which the concreteness of the proprietor of the principal part of the ground already occupied by buildings has been secured.

Further particulars and details will be found in the prospectus of the company, which will be ready for delivery in a few days, and may be obtained at the office of Mr. Alexandre Lindo.

Applications for shares, post-paid, addressed to the Provisional Committee of the London Collier Dock Company, will be received by Messrs. Prescott, Grote, and Co., and Mr. Alexandre Lindo, solicitor, 2, Finsbury-chambers, London-wall.

**MIDDLESEX COUNTY BANK.**—The Provisional Committee are now ready to RECEIVE TENDERS for PREMISES suitable for the purposes of the above establishment in the CITY and at the WEST END.—To be addressed (post paid) to the Provisional Committee, under cover, to Messrs. Abbott and Arney, solicitors, 10, Charlotte-street, Bedford-square, and 34, George-street, Hanover-square.

**MIDDLESEX COUNTY BANK.**—Subscribed Capital £1,000,000, in 50,000 shares, of £25 each.

With power to be increased to £3,000,000.

PROSPECTUS.

The advantages of joint stock banks have been so fully tested by experience, and the public voice has been so strongly declared in their favour, that it would be quite superfluous on the present occasion to prove the soundness of the principles on which they are founded, or to point out in detail the benefits which they are calculated to produce. It is sufficient to state that such banks afford not only to those in the highest station in society, whether in rank or wealth, but also to the industrious middle classes engaged in agriculture and commerce, and the small capitalist, the means of participating in the profits arising from skill and capital, thus cementing the interests of all classes for the benefit of the empire, by the advancement of agriculture, commerce, and manufactures.

In a word, the security and satisfaction which joint stock banks afford may be thus stated:—The subscribers know it is their own capital that is employed, and managed by a directory bound to protect their interests, and of which they have the selection and control; and especially in times of commercial embarrassment, it is the interest and duty of joint stock banks, without partiality or caprice, to relieve their own subscribers from immediate pressure, whenever the latter are in a situation in return to give sufficient security for the accommodation.

The county of Middlesex, containing within it the metropolis, and a population of nearly 3,000,000, the very centre of the British empire, is surely entitled to have a monetary system of its own, which should embrace all these advantages. This object it is intended now to carry into execution.

The subjoined list of joint stock banks which have recently been formed, with the present steadily increasing value which their shares bear in the market, presents the most encouraging prospects of the success of the proposed undertaking:

Premium Paid, per cent.	Paid, per cent.	Premium Paid, per cent.	Paid, per cent.
Bank of Birmingham .....	10 .....	Huddersfield .....	20 .....
Birmingham Bank .....	5 .....	Liverpool Union .....	10 .....
Gloucester-shire .....	5 .....	Commercial Bank of England .....	5 .....
Lancaster .....	10 .....	Yorkshire District .....	10 .....
Liverpool .....	10 .....	Bank of Scotland .....	83 .....
Manchester & Liverpool District .....	15 .....	Royal Bank of Scotland .....	10 .....
Bank of Manchester .....	25 .....	Provincial Bank of Ireland .....	25 .....
Northern & Central Bank .....	25 .....	British Linen Company .....	100 .....
Halifax .....	20 .....	National Provincial Bank .....	25 .....
London and Westminster .....	20 .....	of England .....	30 .....

It has therefore been determined, that under the Act of Parliament 3d and 4th William IV, c. 98, a joint stock banking company be established in the metropolis, under the title of the "Middlesex County Bank," with branches at Brentford, Edgware, and such other places in the county as may be necessary; and that agencies be formed in Manchester, Liverpool, Birmingham, Leeds, Edinburgh, Glasgow, Dublin, Belfast, and other populous and important places.

That the capital of the bank be £1,000,000, divided into 50,000 shares of £20 each, with power to be increased to £3,000,000 if required; the profits arising from the increased number of shares to be added to the capital stock of the Company.

That this bank do transact business according to what are admitted to be the most correct principles as a Bank of Deposit, Discount, and Agency.

That the Company be considered as formed when 30,000 shares are subscribed for, as soon after which as possible a General Meeting of the Shareholders be called, for the election of Trustees, Directors, and other officers.

That the business of the Company be superintended by a Board of Management, consisting of a Chairman and eight Directors, with power to increase their number to twelve, to be chosen at the first General Meeting of the Subscribers called by the Provisional Committee. Three of the Directors to retire annually in rotation, to be eligible, nevertheless, to re-election.

That each person, on becoming a Shareholder, do pay 2s. 6d. per share to the credit of the Provisional Committee, for the purpose of defraying the expenses incidental to the formation of the Bank.

That the first call be 2s. 6d. per share, and be made within one month after the election of Directors; and a further sum of 2s. 6d. per share to be paid within three months after the latter payment; and the remaining 15d. at such times as the Directors may appoint. Three months' notice of each call being duly given, and no call at one time to exceed the sum of 2s. 6d. per share.

That no subscriber holding less than 50 shares be eligible as a Director, or to become a director or agent of any other bank; and that only one partner in a firm, at the same time, be a Director.

That the qualification for voting at General Meetings be—for 10 shares, one vote; for 30 shares, two votes; for 70 shares, three votes; for 100 shares, four votes; and an additional vote for every additional 100 shares—the holders thereof to vote personally or by proxy.

That in the event of the Company having lost at any time one-fourth of its paid up capital, a Special General Meeting of Shareholders be called by the Directors, and the company be considered as dissolved, and be dissolved accordingly, unless a majority of the Shareholders in number and value shall determine otherwise, and agree to pay the retiring proprietors the then value of their respective shares; the responsibility of the retiring proprietors thereto ceases.

That the Provisional Committee do cause a draft of a Deed of Settlement to be prepared, embracing the above, and all other necessary clauses, for the security of the Company and of the individual Shareholders, and to be settled by Sir William Webb Follett, K.C., and Edward Jacob, Esq., K.C. The Deed to be afterwards submitted by the Directors to the Shareholders for their adoption.

That, in order to prevent any unnecessary delay in the formation of the Company, the Provisional Committee do forthwith proceed to procure tenders for the erection of suitable premises for the Bank, and make such other preliminary arrangements as they may deem proper.

**DUBLIN, DROGHEDA, AND NAVAN INLAND RAILWAY,** to connect the whole of the North and North-Western Districts of IRELAND with the CAPITAL.

To be incorporated by Act of Parliament.

Capital £260,000, in 12,000 Shares of £25 each.—Deposit £5 per Share.

**PATRONS.**

The Most Noble the Marquis Conyngham.  
The Right Hon. the Earl of Courtown.  
The Right Hon. Lord Farnham.  
The Right Hon. the Earl of Fingal.  
The Most Noble the Marquis of Headfort.

**PROVISIONAL COMMITTEE.**

Barnwell, Charles, Esq., Meathstown, County Meath.  
Boyle, Thomas, Esq., Virgeman, County Dublin.  
Coddington, Nicholas, Esq., Old Bridge, County Meath.  
Cochill, Sir Josias Cochill, Bart., Belvedere House, County Dublin.  
Corballis, Elias, Esq., Meath.  
Corballis, Matthew, Esq., Corballis Hall, Meath.  
Cornwall, John, Esq., Arane, County Dublin.  
Cornwall, Leonard, Esq., Brownstown, Meath.  
Dillon, Sir Charles, Bart., Lismuline House, Meath.  
Dillon, Wm. Esq., Kilcarn, Meath.  
Gerrard, Thomas, Esq., Liscartan Castle, Meath.  
Godley, John, Esq., Oatlands, County Dublin.  
Hawkins, John, Esq., Mount Sackville, County of Dublin.

**LOCAL COMMITTEE.**

The Right Hon. the Earl of Courtown.  
The Right Hon. Thomas Lefroy, M.P.  
Sir William Young.

With power to add to the number.

**BANKERS.**

Sir Robert Shaw and Co., Dublin.  
Northern Banking Company, Belfast.

**SOLICITORS.**

William Pentland, Esq.

SECRETARY.

Beresford Eytton, Esq.

COMPANY'S OFFICES.

No. 7, Northumberland-street, Strand, London.

**CONDITIONS.**

1. The Act of Parliament shall provide that no person shall be responsible beyond the amount of his Shares.  
2. Deposit of £2 per Share to be paid, and no further call will be made till the Act be obtained.  
3. The Deposit shall be available to the necessary expenses of the undertaking.

**PROSPECTUS.**

The object of the present project is to form a line of Railway, whereby the trade and traffic of Dublin with the North and North-Western Districts of Ireland may be increased and improved: the subject has undergone mature deliberation, and received the unanimous support of the Bankers, Merchants, and Traders of Dublin, and the Gentry and Landowners of the counties of Meath, Longford, Cavan, the towns of Granard, Trim, Athboy, Kells, Navan, and various other towns to be benefited by the Railway, petitions from which have been presented to Parliament.

The line that has been selected will be the sole medium of transport for passengers and goods, and all agricultural produce to the north and north-western districts of Ireland; it passes through a fertile and highly cultivated country, benefits many large market towns, and embraces the entire trade and intercourse of one-half of Ireland, comprising all the manufacturing districts, and having no canal or water-carriage to compete with it.

It is intended subsequently to extend the line to Armagh, there to meet the rail-way from Belfast. The line to Navan forms the main trunk for any of the contemplated railways to the western districts of Ireland.

The public is aware that it is the object of another company to carry a line of railway, coastwise, between Dublin and Drogheda, to the total exclusion of the inland country. The line of railway laid down by the opposing company adjoins some small towns and villages along the coast, inhabited chiefly by fishermen, and having no existing trade or traffic. Balbriggan, the largest and only important town on the line, contains a population of 3,016 inhabitants, and has but 225 families engaged in trade, manufacture, and handicraft. The intercourse by passengers is so trifling, that but six public vehicles are employed throughout the entire line, and should there be hereafter any increase of traffic, this railway can always be successfully opposed by water-carriage along the eastern shore.

The coast line of railway is nearly four miles longer than the inland line:—

Coast line to Drogheda, 32 miles 220 yards.

Inland line to Drogheda, 28 miles 230 yards.

Estimated expense of the coast line, as stated by the engineer, is £400,000 0 0. Estimated expense of the inland line to Drogheda ..... 455,881 7 3

There is here, therefore, an admitted excess in the outlay of £14,000; also, in the annual expense of maintaining the two lines, the excess of the expense on the coast line over the inland line will be £10,000 a year; this last will be evident when the situation of the two lines is considered: the natural difficulties of the coast line, if they can be surmounted by the skill of the engineer, will be at an expense unexampled in the annals of railway engineering. By reference to the plan, it will be seen that great sea-works are to be constructed at Clontarf for a mile and a half—an arm of the sea at Malahide for two miles, at ten foot water to be crossed on an embankment forty feet high—thirty feet of filling at Rogerstown strand for a distance of two miles—nearly four miles of a cutting at Melvyn—sixty-five feet deep—a sea embankment on the shore towards Skerries, seventy feet from the surface of the beach, and exposed to the whole force of the ocean—a tunnel under Thornhill, and a second tunnel half a mile long, to be constructed under Melvyn—such works cannot be constructed at a less rate than £50,000 a mile, if, indeed, it is possible to form a correct estimate of the expense in such an undertaking. The costs of maintenance must be equally uncertain in amount, as the action of the water on the shore may sweep away breakwaters and embankments, although constructed for the purposes of security, with the utmost skill, and with regard to expense.

An opinion may be formed of the estimation in which the two lines are held by the inhabitants and land-owners on the respective lines, by the fact, that whilst on the inland line an unanimous opinion prevails in its favour, on the coast line several influential landowners are opposed to that line, and have petitioned Parliament against it, and prayed to be heard by counsel.

There has not been a single petition presented against the inland line.

There have been twelve petitions from various places presented against the coast line.

The necessary surveys of the inland line, from Dublin to Drogheda and Navan, have been some time made; there is no one engineering difficulty to be encountered. There is no tunnel on the entire line, nor is there a single mansion-house or demesne to be interfered with; a sedulous and anxious co-operation of all the landowners and occupiers on the entire line has been secured.

The line to Drogheda is 28 miles 233 yards. Estimated expense £455,881 7 3. Branch to Navan, 12 miles 835 yards. Estimated expense 179,889 13 0

Total ..... 4763,741 0 8

The line commences on a level at the east side of Prussia-street, in the city of Dublin, crossing Prussia-street and the Circular-road in a direct line; passes over the Royal Canal at the fall of the twelfth lock, where a station and warehouses can be constructed, and a direct communication by canal formed with the Custom-house, docks, and Harbour of Dublin, at the Quays of the river Liffey. The line terminates close to Drogheda, at an elevation of one hundred feet over the river Boyne.

The terminus of Prussia-street is contiguous to Smithfield Market, where all cattle are sold for the supply of the Liverpool and other English markets, but can be further extended to the waste ground at Dominick-street, or to the end of Constitution-hill, where it would form a junction with the new street now proposed to the Four Courts, and into the southern direction of the metropolis.

The Drogheda terminus affords great facilities for an extension to Armagh, across the plains of Ardee, there to join the Belfast and Armagh Railway.

The branch to Navan leaves the main trunk at Primatestown, sixteen and a half miles from Dublin, a little westward of the mail-coach road, and terminates at the Boyne River at Navan, near the Upper Lock, at the point of junction of the canal navigation with the river.

The line to Drogheda is the most direct line that can be formed to the North, and necessarily embraces all the trade and traffic between Dublin and the sea-port of Drogheda, Armagh, Belfast, and all the North of Ireland, a population exceeding 850,000 people.

The line to Navan embraces the entire trade of Navan, Kells, Cavan, Clones, and Enniskillen, large and populous towns, and in the centre of a peaceful and productive country, with a population of 180,000 people.

The inland line for twenty-eight miles out of Dublin, would be a common trunk for any railway to the Western and North-Western parts of Ireland, which, in point of level and material, offers every facility to the formation of a railway joining Lough Erne, the second largest lake in Ireland, which contains an area of 36,925 acres, possessing a water power equivalent to the force of 20,000 horses, and the river which flows from it to the sea has a fall of one hundred and forty-nine feet, forming one of the largest and most valuable water powers existing in Ireland.

**INCOME.**

A very careful investigation of the revenue to arise from the railway has been made, and the following is the result:—

There are twenty-six public vehicles and six caravans, carrying fifteen passengers each, passing to and from Dublin, Drogheda, Navan, and Slane, by the inland line daily; and six public vehicles, six caravans, and two mail-cars, on the Coast Line daily; making the number forty-six available for calculation.

Passengers.—These conveyances are generally filled, but taking only twelve to each as the daily average, we have 552 passengers daily, or 201,480 yearly. The charge now is 7s. for an inside seat, and 1s. outside; let the railway fares be only 4s. for the first class carriage, 2s. for the second, and 1s. for the third, thus giving 1s. as the average on 552, or a sum of £2,16s. per day; but, according to the principle that the existing number of passengers may be doubled, we have £4,32s. per day, or per annum.

There are several public cars plying daily between the termini of the railway and towns on the line between Dublin, Drogheda, and Navan, carrying passengers, and receiving 4s/6d a day, which doubled, as above, £2,16s. a day, or per annum.

Postage, and carriage of private carriages.

Transmissions of letters daily up and down, say 342 miles at 1d. per mile, or 161,15s. 1d. per day.

Carriage on all conveyances, northward and westward.

Carriage of 250 tons of goods weekly, at 1s. per ton, being less than half of the present rate charged.

Agricultural produce—Corn, flour, butter, for the several markets,

and shipment abroad, and also fruit, vegetables, and milk, for the supply of the metropolis. This will form a most productive source of income to the Company, say at least.

Carriage of cattle, sheep, lambs, and poultry, for the supply of the Dublin markets, and shipment for England.—The county of Meath is the greatest grazing county in Ireland, and not only supplies the Dublin markets, but also, with the adjoining counties to the west, contiguous to the line of railway, supplies the cattle shipped at the port of Dublin for Liverpool and Bristol; this is expected to produce at the lowest calculation.

Carriage of manure and lime.

Revenue to arise from warehouses, shops, &c. at Dublin terminus.

7000 0 0

12,000 0 0

1500 0 0

300 0 0

111,137 6 8

We have here a fixed sum of £11,137 6. 8d. per annum, mainly upon an existing trade, but the increased facility afforded by this railway for all agricultural and commercial purposes to the industrious and peaceable population of the North, and North-Western districts of Ireland, daily increasing in wealth and commercial prosperity, gives just hopes that this railway, which is looked upon to be a work of national benefit and utility, will be a source of increasing profit to the Company, when the anticipated facilities and benefits of it will be felt throughout a population of near 2,000,000 of inhabitants.

All letters (post-paid) to be addressed to the Secretary, at the Company's office,

7, Northumberland-street, Strand, London, and 4, Henrietta-street, Dublin, where prospectuses may be had, or of Mr. A. Hoghton, 15, Angel-court, Throgmorton-street, City; Mr. Swindell, Manchester; and Mr. John Wrightson, Birmingham.

GUILDFORD, London, May, 1866.

**CONTRACT FOR COALS.**

**THE COAL and CORN and FINANCE COMMITTEE** do hereby give notice, that they will meet at GUILDFORD, on TUESDAY, the 12th day of May inst., at One o'clock in the afternoon precisely, to receive PROPOSALS, in writing, sealed up, from parties willing to SUPPLY 125 Tons weight of BEWICK and CRASTER's, Gosforth, Heaton, Killingworth, or RIDDALL'S Newcastle Wall's End COALS, Bradbury's, Heriot, Lambton, Russell's, Hutton, or Stewart's Sunderland Wall's End COALS, to be delivered previously to the month of November next, in certain quantities, in several parishes in the city of London, and the borough of Southwark, free of all charges for shooting, &c. Further particulars may be had on application at the Town Clerk's office, Guildford. Particulars pending in proposals are expected to attend.

**WOODTHORPE.**

**HAYLE AND PENZANCE RAILWAY COMPANY.**—Capital £20,000, in 10,000 shares of £2 each.—Deposit £1 per share.

To be incorporated by Act of Parliament.

**BANKERS.**

Messrs. Spooner, Attwood & Co., London.

Messrs. Hopkins and Co., London.

**PROVISIONAL COMMITTEE.**

William Cornish, Esq., Marazion.

T. P. Gurney, Esq., Marazion.

W. G. Congdon, Esq., ditto.

William Tyack, Esq., merchant, ditto.

With power to add to their number.

ENGINEERS.—Samuel Moyle, Esq., and Mr. Samuel Gross.

SURVEYOR.—Mr. J. H. Rotger.

SOLICITORS.

Messrs. Bennett and Paul, 30, Bucklersbury, London.

Mr. R. E. Tippet, Marazion, Cornwall.

The object of this Company is to make a railroad from the port of Hayle, in the county of Cornwall, through the great mining districts of St. Erth, St. Hilary, and Ludgvan, in the town of Penzance; where, in connection with the proposed improvement of the harbour, the terminus may be rendered most desirable and convenient.

It is further intended to carry a branch of the same road to the mines of Wheal Virgin, Godolphin, Great Work, and the Wheal Vor Consolidated Mines, and with another branch from Wheal Darlington Mine, to the town of Marazion.

The road will pass through a valley in every respect found and fitted to the undertaking; ten-twelfths of the entire distance may be stated as level; and there is in no part an inclination of more than one in fifty. The land also, for eleven-twelfths of the distance, is of the coarsest description; and no part of the proposed lines interferes with public roads, rivers, buildings, or property, to cause either a private or public inconvenience.

The profits likely to accrue to the Shareholders from the carriage of materials and ores, to and from the different mines on the road, will be great, as will appear from the following authentic report.

The Wheal Vor Consolidated Mines paid for the carriage of coals alone, £1,000 tons of coal from the port of Hayle, from the 1st of February, 1852, to the 31st of

February, 1853, the sum of

For other materials

The Great Wheal Fortune.

The Great Wheal Fortune, Wheal Bolton, Rosepeath, Wheal Prosper, Penberth Crofts, Wheal Friendship, Gwallow and Owen Vean ditto.

Wheal Virgin.

Carriage of copper ores.

Marazion mines, carriage of materials.

Carriage of copper ores.

Wheal Darlington, carriage of materials.

Carriage of copper ores.

5,761 2 8

The Great Wheal Fortune Consolidated Mines are yet in their infancy, but when they are in full course of working it is calculated that 1000 tons of copper ore will be sent every month, the whole of which would be carried on this line of road.

The same observation will apply to Wheal Leeds, Woolia, Wheal Noddy, Wheal Osborne, Wheal Gilbert and Nanjekin, Great Godolphin and North Godolphin Mines, from which ores to the extent of 700 or 800 tons per month may be expected.

There are several other extensive mines about to be set to work, all bordering on the line.

It may, therefore, be fairly presumed, that by the time this road is completed, the carriage of materials and ores to and from the mines mentioned in this prospectus, will amount annually to between £40,000 and £50,000.

Independent of this income, the branch to Wheal Vor will be the means of carrying, and other inhabitants, of the densely populated parishes of Brente, Nethy, Germoe, Crown, St. Hilary, and St. Erth, having sea-sand and other materials, and materials from the port of Hayle, Marazion, and Penzance, which will be an additional source of income.

The borough of Helston lies only about three miles from the terminus of the Wheal Vor branch, at present all the merchandise from Bristol, and other places in the north, are landed at Hayle, and then carried to Helston at a heavy charge, whereas it would all be conveyed on this road.

Another consideration, and one of great importance, is, that this line, in connection with the Hayle Railway and the proposed railway from London to Falmouth, must eventually become the means of intercourse between the western parts of Cornwall, Penzance, and London.

To point out within the limits of this prospectus the various advantages likely to arise to the shareholders in this undertaking, would be impossible; suffice it to say, that some idea may be formed of the extent of the trade carried on at Hayle (where there are two extensive iron foundries), from the following account of imports and exports at that place, from the 1st of January to the 31st December, 1852, which has been furnished by Messrs. Sandys, Carne, and Vivian, and Messrs. Harvey and Company, merchants there, viz.—

**IMPORTS, 49,633 Tons, EXPORTS, 30,819.—TOTAL, 77,252.**

At Saint Michael's Mount, and at Penzance, an extensive trade is carried on in coal, iron, timber, and every description of merchandise, so that every circumstance taken together, the situation, the trade, the immense quantity of sea-sand and other material, that would be conveyed on this road, THE HAYLE AND PENZANCE RAILWAY will turn out one of the most profitable speculations that has yet been offered to the public.

The owners of the property through which the road will pass, will, it is confidently expected, offer no opposition to the undertaking, and from no other quarter can it emanate.

## LOCOMOTIVE ENGINE AND RAILWAY CARRIAGE

COMPANY.

Capital £250,000, in shares of £20 each. Deposit £1 per share.

## DIRECTORS.

Captain Robert Page, John Dover, Esq.  
George Landman, Esq.  
SOLICITORS.—Messrs. Birkett and Co.ENGINEER.—Mr. Curtis.  
BANDERS.—Messrs. Williams, Deacon, and Co.

The necessity of immediately forming a Company for supplying the Railways now commencing, and already in want of Locomotive Engines and Carriages, is a well-known fact. The existing manufacturers are fully engaged, and refuse to take further orders, and without the aid of new establishments the tenth part of the engines at present required in this country could not be obtained. The above-named Company is, therefore, formed under circumstances leaving no doubt of its success, and whilst the Directors have abstained from entering into calculations as to the probable returns which the investment may yield, yet they feel assured that, with a demand daily increasing, so far greater than the existing means can supply, the prospect of abundant returns is indisputable.

The Directors have secured the refusal of several very convenient pieces of ground for the proposed establishments in the vicinity of London, each of them of sufficient capacity to admit of greatly extending the manufacture, in the event of its being deemed expedient. It is not, however, intended to call for more than one-half of the above capital before the result of the outlay shall have been proved to have been satisfactory, and that an extension would be advisable.

Letters post paid: for applications for shares to be addressed to the Company's office, 16, Change-alley; and also to the solicitors.

## TO TIN BOUNDERS, SMELTERS, ADVENTURERS, AND OTHERS.

NOTICE IS HEREBY GIVEN, that if any person shall take a sett from a tin bounder in Duchy lands, and shall agree to pay dues to such bounder, he will nevertheless be compelled to pay the full customary toll to Captain Crease, which is in some places, 1-10th, in others 1-10th, and in some as high as 1-6th, and the party working the mine is liable to Captain Crease for these dues, in all such cases as I may direct it right to compel the customary payment. The bounder has no title to any of the work in which he has ceased to labour and pay toll twelve months; for it appears, from Statuary records now extant, that the freeholder may expect his bounder from his land, if the bounder's work be not lawfully assured, "by working and toll tin paid by the space of a whole year;" it is admitted by all parties, that when the bounder does work, he is bound by law to pay the customary toll; if, therefore, adventurers take sets of bounders, they place themselves in two very dangerous positions, which no persons having common sense would encounter.

First.—They are subject to the question of the bounder's right, and the proof of his title; and even if it can be made out a lawful bounder's title, by the bounder having properly kept his work up and paid toll tin, it is then nothing more than a mere easement (that is, a right which ceases if the bounder legally keeps up); and in case of the bounder's non-performance of his title, the adventurer working under him might be ejected by the lord, or, if the bounder is not legally kept up, the adventurer working under him might be ejected by the lord.

Second.—If the adventurers should work under an agreement to pay dues to a bounder, then such adventurers must pay part of his produce to two landlords (viz. the customary toll to the lord of the soil or his lessee, that is, 1-15th, 1-16th, or 1-6th, as the case may be); and also the dues he may agree to pay to the bounder. And it is clear law, that the adventurer is compelled to pay the lord's customary toll, notwithstanding his agreement with the bounder, as was decided in Crease v. Barrett, in which the adventurers had taken sets from the bounders, and were nevertheless compelled by a verdict to pay the customary dues, 1-10th, to Captain Crease, the lessee of the lord, the Duke of Cornwall; whereas the adventurers is never compelled to pay the bounder unless he has agreed by deed or contract to do so.

It is therefore quite clear that no party can work a mine under a bounder's sett, because no one could afford to pay 1-15th, 1-10th, or 1-6th, to the lord, and dues to the bounders also. Notice is further given, that for the purpose of promoting the mining interests, Captain Crease, after due consideration, has within the last three years agreed with adventurers who work under his Duchy title to sett at reasonable dues; and he will continue to do so, always taking into consideration the capital embarked and capabilities of the ground; and being convinced that if the customary dues are insisted on, in many cases it would amount to a prohibition against mining—acting upon this principle, with parties who have rejected the bounder's title, Captain Crease has within three years put upwards of twenty mines, at least, to work, on which there are not less than nine steam-engines, and upwards of two thousand people employed. In addition to which the commerce of the county has been benefited at least 25 to £250,000 per annum. These facts will prove the benefit which the mining population and the county at large have derived from the proceeding Captain Crease has taken for the purpose of exposing the fraudulent nature of the Bound Claim Monopoly; for if Captain Crease had not successfully opposed those claims, most of the mines before alluded to would not have been idle. Many of these claims of the bounders have been encouraged by the circumstance of John Silvester, the discharged servant of the late Edward Smith, Esq. and others, having, whilst acting as Mr. Smith's toller, accepted employ from persons claiming bounds, which circumstances gave a colour in some instances to bound claims. Notice is further given, that until within the last three years the poor working tinsmen were liable to pay to gentlemen of Heiston 1-9th part of the produce of their labours for the use of water; which impost, in consequence of Captain Crease's exertions for the benefit of the tinsmen, is no longer paid or demanded, the said tinsmen not being liable to pay the same, and the gentlemen of Heiston having no right to demand money for water, the free use of which is given by charter to the tinsmen. Notice is further given, that the smelter is not liable to account for dues either to the lord or to the bounder, legal evidence having been recently discovered clearly proving that the seller, and not the buyer, must pay the dues; for so it is expressly stated in Statuary records of authority.

HARTLETT and BEDDOME, 27, Nicholas-lane, London.

GEORGE GILDON, Truro.

Solicitors to Captain Crease, R.N., proprietor of the Duchy Tin Lease.

**MOSAIC PAVEMENT.**—A beautiful piece of mosaic pavement has recently been discovered at Lillebonne, near Havre, so close to the surface, that the ploughshare went several times across it, but did no damage. It is about eight feet square, composed of small regular cubes, the sides of which do not exceed four lines. It is laid in a bed of lime mixed with flint, pounded very fine, and founded upon a base of broad tiles. The whole is about a foot in thickness. The mosaic is composed of three different materials: one, white, formed of plaster; the other, of a red tile, much harder; and the third, of a very dark-brown substance, the nature of which has not been ascertained. These are formed into roses and other elegant designs. This species of pavement is common at Herculaneum and Pompeii. It evidently formed part of an ancient building, some traces of walls having yet to be found.

**ANCIENT RELIC.**—A curious antediluvian relic has been discovered in the shaft of the coal-pit which Mr. Marr has opened on his estate near Chesterfield. It appears to be the tail-part of a gigantic lizard, or a crocodile, completely converted into stone of the hardest texture. It was found about twenty-eight yards below the surface, and, unfortunately, only this portion was in the adit: the workmen were anxious to work latecally, in order to extract the whole, but in consequence of the heavy superincumbent strata, it was not deemed safe to attempt this until other shafts are formed: when, in about three years, it is probable there will be discovered the cast of some extraordinary animal of large dimensions in solid stone equal to the present fragment, which is so singularly perfect that it shows every wrinkle and indent of the external muscles and texture of the skin.—*Lincoln Gazette.*

**FOSSIL REMAINS OF PLANTS IN COAL MINES.**—The most beautiful example I have ever witnessed is that of the coal mines of Bohemia. The most elaborate imitations of living foliage on the painted ceilings of Italian palaces bear no comparison with the beauteous profusion of extinct vegetable forms with which the galleries of these instructive coal mines are overhanging. The roof is covered as with a canopy of gorgeous tapestry, enriched with festoons of most graceful foliage flung in wild irregular profusion over every portion of its surface. The effect is heightened by the contrast of the coal-black colour of these vegetables, with the light ground-work of the rock to which they are attached. The spectator feels transported, as by enchantment, into the forests of another world; he beholds trees, of form and character now unknown upon the surface of the earth, presented to his senses almost in the beauty and the vigour of their primordial life; their scaly stems, and bending branches, with their delicate apparatus of foliage, are all spread forth before him, little impaired by the lapse of countless ages, and bearing faithful records of extinct systems of vegetation, which began and terminated in times of which the reliefs are the infallible historians. Such are the grand natural herbaria wherein these most ancient remains of the vegetable kingdom are preserved, in a state of integrity little short of their living perfection, under conditions of our planet which end no more.—*Dr. Buckland's Bridgewater Treatise.*

**FATAL ACCIDENTS.**—On Wednesday an inquest was held on the body of a person named Hamer, who was killed at Wheal Anna mine on Monday by coming in contact with the engine-hob. Verdict, accidental death. Deceased had formerly been in the army, and had fought in several of the principal battles of the Peninsular war under the Duke of Wellington.—On Monday, the 1st instant, a miner, whose name we have not been able to ascertain, was crushed to death under the hob at Wheal Friendship, in the parish of Wendron. It appears that they were working on a course of the four hours course single; and that, while about to descend the shaft to relieve his comrade, he must have fallen under the hob. The remains of the unfortunate man presented a most appalling spectacle, being exposed to the incessant action of the hob full four hours before being discovered. An inquest has been held on the body, and a verdict of accidental death returned.

**THE DUNSTANVILLE MEMORIAL.**—This laudable undertaking is to be carried into effect under the superintendence of Mr. Prior, who has contracted to complete it by the 1st of July, 1837.

## ASSAY OF COPPER ORE.

Sample.—450 grains pounded well in a mortar and sifted through a fine hair sieve, put in an earthen crucible, and frequently stirred while in the furnace with an iron rod or paddle. The sulphur will be seen to go off in white fumes; the process must be continued until this evaporation ceases, or nearly so, which will generally occupy from one to two hours. Great attention must be paid during this operation in order that a standard regal may be obtained, which being done, there will be no danger of producing a true assay. The ore, during the process, must be kept in a free, sandy state, which will be effected by stirring, and constant regulation of the degree of heat. If the ore becomes moist and begins to stick or adhere to the crucible, it must be immediately taken out of the fire and stirred a short time till this effect has ceased, and then returned. When it has become tolerably free of sulphur, it may be discovered by the evaporation having nearly ceased.\* This being observed, take it out of the fire, and let it gradually cool in the crucible; and if, when cold, the upper part appears red or brown, and the under part black, it is a proof of its having been well calcined.

This being done, add standard flux, viz. borax, 5 dwts.; lime, 1½ ladle; & flour spar (pulverised), 1 ladle; mix these together with the calcined ore in the crucible, and cover the whole with salt, let it melt well, and a regal will be produced.

**MARKS AND REMARKS.**—A good or standard regal is brown, and full of cracks or fissures, and of a spherical shape. Should it come out flat, it is a mark of its not having been well calcined, and may be thrown back again with a small quantity of nitre.

Should a regal come out too low or coarse (having, when broken, a cinder-like, or cellular appearance), throw it back with additional nitre: if too high or fine (having, when broken, a metallic appearance), return it to the crucible with a ladle of sulphur; in either case, let it work well together a short time, and in all probability a standard regal will be produced.

A regal may be considered good, which will produce from 8 to 12 in 20, and this quality is easily known by inspection: but if less than 8, or above 12, it will be better to reject it, and begin the process again with a new sample.

Grey, black, and green ores require a proportion of sulphur, "in order to throw them back, as they contain too little of this mineral in their composition to produce a good assay."

Should a regal be too fine, put less nitre with it in refining; and therefore the coarser it is, the more nitre will be required.

**FINING PROCESS.**—Pound or pulverise the regal, put it in an earthen firing-pot, and re-calcine it until perfectly sweet (i.e., free from sulphur), which may be discovered both by the appearance and fumigation. Then add nitre, 3 dwts.; red tartar, 10 dwts.; borax, 5 dwts.; salt, 2 ladles; covered or sprinkled over with salt. This brings down the assay into coarse copper. Should it come out having a transparent or horn-like appearance, add 4 dwts. of nitre and a ladle of salt, letting it work well in the fire. Should the assay come out black, plate it, and if the black flies off in flakes or scales, it is a proof of its not having been sufficiently calcined; if not, its colour may be attributed to lead, or a mixture of metals; the former defect renders the assay hopeless.

Should it come out clean, put the assay in the pot without flux, and, when fluid, take out the pot and shake it gently until the surface assumes an azure or blue appearance; then put refining flux, &c., 5 dwts. (viz. 2 parts nitre, to 1 part white tartar); salt, 1 ladle. Preparatory to pouring into the crucible, place the refining flux in the mouth or fore part of the scoop, and the salt behind; throw it in with the assay, and let it melt until the flux settles well down, then pour the copper into one mould, and the slag or scoria into another: return the slag into the same pot with 2 ladles of red tartar, and let it melt well down; take out the prillion, and weigh it with the lump for the produce, and the work will be completed.

## ASSAY OF LEAD ORE.

Sample.—1 oz. avoidropous.

**Flux.**—1 common ladle red tartar; 1 ditto spar; 2 ditto salt; ½ ditto borax; ½ ditto nitre; ½ ditto lime; mix the flux with the sample, and put it in an iron crucible, stir it with an iron rod during the latter part of the process; in about five minutes, in a brisk heat, the sample will be down, provided the crucible was red-hot when the assay was thrown in, which should always be the case.

If the same, to be tried, weighs four ounces, the proportionate quantity of flux must be added agreeably with the above statement. It may be discovered when the sample is ready, by the grating of the rod against the bottom of the crucible in stirring—it should then be immediately taken out, and poured. The metal will separate clean from the slag in a good assay.

To assay lead ore for discovering the quantity or proportion of silver it contains, the foregoing method must first be used, and the assay then tested precisely the same way as described for refining a silver sample. The lead will go off in vapour, and the silver remain in the test.

**ANOTHER METHOD OF ASSAYING LEAD ORE.**—Take of clean, pulverised slag, 1½ oz.; iron, 1 oz.; lead ore, 1 oz.; mix the ore and slag together, and, in about six minutes, the assay will be in a fluid state, and with proper care, the produce will be found equally correct, by this simple method, as by the foregoing general and expensive process.

## ASSAY OF TIN ORE.

Sample.—Two ounces of black tin.

**Flux.**—Culin, ½ weight of sample; borax, 4 dwts.

**Process.**—If the ore contains a large proportion of iron, add more culm; & when the sample is properly down, or flowed, the surface of the assay in the crucible will be perfectly smooth and motionless; in a strong heat, this will occur in about twelve minutes.

When taken out of the fire, stir it well with an iron rod before you pour it; afterwards scrape the crucible, pulverize the scrapings in a mortar, and then van or wash them on a shovel. The prillion of a standard sample will not exceed two in twenty. The criterion for the lump is in its possessing a malleable quality, or bending to the hammer without breaking. Grain tin may be treated in every respect as the above, except in the subsequent addition of culm, which will not be required.

## METHOD OF DISCOVERING THE PROPORTION OF SILVER CONTAINED IN COPPER ORE.

Sample.—One ounce.

**FLUX.**—1 ladle, red tartar; 1 ditto, nitre; ½ ditto, lime; ½ ditto, borax; ½ ditto, fluor; ½ ditto, red lead. Well mixed with the ore, and melted in a wrought-iron crucible, & about eight minutes, in a brisk heat, will be sufficient; the last five minutes, the assay should be incessantly stirred with an iron rod; pour the sample, and cool it, then break out the lump, and test it in the usual way.

**REMARKS.**—Soon as the assay begins to flow, the lead, by the power of affinity, will presently attract the silver, or the silver, by the same law, will attach itself to the lead, and, this being effected, it only requires the process of refining, or burning off the inferior metals, to find the produce.

## SMELTING SILVER ORE.

Calcine the ore in a paddle furnace, with a proportion of lime; about sixteen hours will complete the whole work; during the process the ore must be stirred continually. Then, for refining, take a black-lead pot, large enough to contain two gallons, wine measure, let it be nearly filled with the calcined ore, ½ lb. of nitre, and 2 lbs. of pulverized fluor. Let it remain in the pot furnace one hour, in a white heat, and then pour it in a mould; the silver will sink to the bottom, and the slag remain on the top, which, when cold, will separate itself.

## SMELTING LEAD AND SILVER ORE.

**CALCINING PROCESS.**—Take such quantity of silver ore as your calcining furnace will contain, cover it over with lime, force the fire, and make it red hot, then let it be well stirred or paddled; if it begins to flow, add more lime: this process will occupy nearly eighteen hours, and the ore must be kept in action the whole time.

## THEN, FOR THE SMELTING PROCESS.

Take a quantity of slag, put it into the flowing furnace, and let it melt, then diminish the heat, that it may cool, and form a crust or artificial lining to the furnace, which will prevent the metal from penetrating and escaping.

\* It is only some very stubborn ores, containing a mixture of metals, or semi-metals, which require to be so effectually roasting or calcined.

† Common assaying ladle—diameter 1 inch, depth ½ inch.

‡ The refining flux should go through a calcining process before it is used; it may be done by putting two parts nitre to one part white tartar in an iron mortar, to which apply a red hot iron and stir it therewith until the degradation has ceased, when cold, powder and sift it.

This operation will prevent any commotion during the refining, which otherwise may be so violent as to cause some of the metal to spring out of the crucible, and thereby the assay be spoiled.

§ If the sample is very stubborn, add a small quantity of pulverized fluor with the flux.

|| If a stone crucible is used, one ounce of iron must be added to the flux.

Put in the calcined ore, and stop the furnace doors close with mortar, increase the fire until the charge flows, which will require about five hours fervent heat; this done, open all the doors, reduce the fire, and throw in the furnace about two bushels of sea-coal, sifted through a half-inch gauge sieve: the charge will dry up in about half an hour, then stop the doors again and increase the fire; in about six hours the charge will be fit to be tapped and drawn off.

The silver and lead will flow and combine together; the separation may afterwards be made, by means of a blast furnace, whereby the lead will be converted into litharge, and consequently entirely detached from the silver.

\* This will be sufficient for 8 cwt. of calcined ore.

## VIRGULA DIVINATORIA.

The following extract from Pryce's *Mineralogia Cornubiensis* may be at least amusing, if not instructive, to our readers.

As many deny, or at least doubt, the attributed properties of the divining rod, I shall not take upon me singly to oppose the general opinion, although I am well convinced of its absolute and unimpeachable virtues.—It does not become me to decide upon so controversial a point; particularly, as from my natural constitution of mind and body, I am almost incapable of co-operating with its influence; and therefore cannot, of my own knowledge and experience, produce satisfactory observations on the virtues of the *Virgula Divinatoria*, which I have been favoured with by my worthy friend, Mr. William Cookworthy, of Plymouth, a man not less esteemed for his refined sense and unimpeachable veracity, than for his chemical abilities. It is to him the public is indebted for the late improvements in the porcelain manufacture now established at Bristol, which, under his direction, is likely to be rendered not less elegant and durable than the best Asiatic china.

His first knowledge of the rod, he says, was from a Captain Ribeira, who deserted the Spanish service in Queen Anne's reign, and became the captain-commandant in the garrison of Plymouth; in which town he satisfied several intelligent persons of the virtues of the rod, by many experiments on pieces of metal hid in the earth, and by the actual discovery of a copper mine near Oakhampton, which was wrought for some years. The captain made no difficulty to let people see him use the rod, but he was absolutely tenacious of the secret how to distinguish the different metals by it, without which the knowledge of its attraction is of little use: but by a close attention to his practice, the writer has discovered this, and made many other discoveries of its properties, which he is willing should be published, being fully persuaded of the great utility of this instrument in mineral undertakings; and the reader may be assured, that he is fully convinced of the truth of what he communicates from abundant and very clear experience.

Captain Ribeira held, that rods cut from the nut or other fruit-bearing trees were the only proper ones for this use; and that the virtue was confined to certain persons, and those comparatively few. Agricola says, "If the attractive power of veins does not turn the rod, when in the hands of some particular metallists or others, it is owing to some singular occult quality in the holder, which impedes and restrains the attractive power; for since that power moves and turns the rod in the same manner as the lodestone invites and attracts iron, it is debilitated and destroyed by the occult quality in the holder, just as garlic weakens and excludes the attractive quality of the magnet, for a magnet rubbed over with juice of garlic does not draw iron." But this proves to be a mistake of Captain Ribeira; for the virtue, as he calls it, resides in all persons and in all rods, under the circumstances hereafter described.

The rod is attracted by all the metals, by coals, bones, limestone, and springs of water, with different degrees of strength in the following order: 1 gold, 2 copper, 3 iron, 4 silver, 5 tin, 6 lead, 7 coals, 8 limestone and springs of water. One method to determine the different attractions of the rod is this: Stand, holding the rod, with one foot advanced; put a guinea under that foot, and a halfpenny under the other, and the rod will be drawn down; shift the pieces of money, and the rod will then be drawn towards the face or backwards to the gold, which proves the gold to have the strongest attraction. By trying all the subjects of the rod in the same manner, their respective attractions in point of strength will be found to correspond with the order in which I have already placed them.

The rods formerly used were shoots of one year's growth, that grew forked, but it is found that two separate shoots tied together with some vegetable substance, as packthread, will answer rather better than those grown forked, as their shoots being seldom of equal length and bigness, they do not handle so well as the others, which may be chosen of exactly the same size. The shape of the rod thus prepared will be between two and a half and three feet long. They must be tied together at their great or root ends, the smaller being to be held in the hands. Hazel rods cut in the winter, such as are used for fishing-rods, and kept till they are dry, do best; though where these are not at hand, apple-tree suckers, rods from peach-trees, currants, or the oak, though green, will answer tolerably well.

It is very difficult to describe the manner of holding and using the rod: it ought to be held in the hands, the smaller ends lying flat or parallel to the horizon, and the upper part in an elevation not perpendicular to it, but seventy degrees.

C O A L.

ANTHRACITE.

Glaege coal and Columnar coal of Werner, Kilkenny coal, Blind coal, Culm. This is a species of coal distinguished from common coal by its higher specific gravity, its semimetallic lustre, and by its burning without emitting smoke; though, when it contains moisture (as is frequently the case), it emits a low yellow flame.

The colour is black; the lustre splendid and semimetallic. Sometimes beautifully iridescent. It is opaque, and breaks usually with a conchoidal fracture. Hardness about 2. In general it is rather harder than common coal; though this is not always the case.

Specific gravity of the Pennsylvania coal, which belongs to this species, from 1.52 to 1.55; that of Rhode Island 1.75. (Silliman's Jour. x. 333.) I found that of Kilkenny coal 1.4354. Mohs states the specific gravity of the columnar coal from Meissen, to be 1.400, and that of the glaue coal from Schönfeld, in Saxony, 1.482.

I have never seen it under any regular form. But Haury states that it has been met with in the coal mines of Berg, on the right banks of the Rhine, in imperfect acute octahedrons. He considers the primary form to be that of the regular six-sided prism.

By friction when insulated, it acquires negative electricity.

Anthracite, when pure, consists almost entirely of carbon, in that black state in which it exists in charcoal. Kilkenny coal leaves, when burnt, 4 per cent. of ashes. Two varieties of anthracite, that of Leigh, in Pennsylvania, and that of Rhode Island, were analyzed by Mr. Vanuxem,\* who found the constituents as follows:—

	Lehigh coal.	Rhode Island coal.
Carbon	90.1	90.03
Water	6.6	4.90
Silica	1.2	2.14
Alumina	1.1	—
Oxides of iron and manganese	0.2	2.50
	99.2	99.57

Anthracite occurs occasionally in primary rocks. Thus Ramond found specimens of it in gneiss, on the table land of Troumou, in the Upper Pyrenees. It is much more abundant in transition rocks. The Lehigh coal in Pennsylvania extends in length 100 miles, partly along the Susquehanna river, till it is lost at Peter's mountain, a few miles above Harrisburg. The mean thickness of this bed of anthracite is from 12 to 15 feet, though in some places it amounts to from 30 to 40 feet. It alternates with clay slate, mica slate, and a mica-schist sandstone.† And Mr. MacLure informs us, that the whole of that part of the country is transition.‡ A very extensive tract of anthracite occurs also in Rhode Island. This coal has of late years been brought into common use in America. Anthracite occurs also in the common coal measures. This is probably the case with the Kilkenny coal in Ireland. It is certainly the case with the Welsh coal, so extensively used in the iron-works in South Wales. Many other localities of it in the common coal-beds might be pointed out, both in Great Britain and on the continent.

BITUMINOUS MINERAL COAL.

Brown coal, black coal, slate coal, marlcoal, jet, &c. This very important mineral occurs in the earth, in beds usually alternating with slate clay and sandstone, and is employed very abundantly in this country as an article of fuel. A great number of different kinds have been described, but it will be sufficient if we notice the following sub-species, which constitute the common varieties in this country.

1.—CAKING COAL.

When this coal is heated, it breaks into a great number of small pieces. When the heat is raised to a certain point the coal melts, and all the fragments become united together in one solid mass. It is to this property that the name of caking coal is owing.

The colour is velvet black, or in some places greyish black. Lustre shining, resinous. The principal fracture is straight, slaty; the cross-fracture partly small grained uneven, when the lustre is only glistening; partly small conchoidal, when the lustre is shining. It is not uncommon to find in thin seams, exactly similar to wood charcoal.

It is soft, and very easily frangible. The fragments have more or less of a cubic shape. Soils the fingers; specific gravity 1.269. It catches fire very readily, and burns with a lively yellow flame; but in consequence of its caking property it requires to be frequently stirred to admit the free ingress of air, otherwise it is extinguished. It is a lasting coal, and gives out much heat; but it requires care to manage it well in a common fire.

The best Newcastle caking coal contains 15 per cent. of earthy matter. The combustible portion is a compound of carbon, hydrogen, azote and oxygen, in the following proportions:—

33 atoms carbon,	= 24.75
11 atoms hydrogen,	= 1.375
3 atoms azote,	= 5.25
12 atoms oxygen,	= 1.5

32.875 §

The principal beds in the Newcastle coal field consist of this kind of coal. It constitutes the sixth bed (reckoning from the surface) of the Glasgow coal field. The coal at Hurlet, about five miles south-west from Glasgow, is a caking coal. It occurs also at Bannockburn, and in various places in Fifeshire.

2.—SPLINT COAL.

This coal constitutes the fifth of the Glasgow beds, or the lowest bed at present wrought.

It is thin, varying from thirty inches to three feet. It occurs also occasionally in the other Glasgow beds, particularly the second. It is the most valuable of the Glasgow coal, and always sells at a higher price than the cherry or soft coal.||

The colour is black, with a slight shade of brown. The lustre is between glimmering and glistening; resinous; lustre of the streak between glistening and shining. Thin layers of cherry coal often pervade splint coal; they are easily distinguished by their superior lustre.

The principal fracture is imperfect, curve slaty; cross fracture fine grained, uneven and splintery.

Soft, but difficultly frangible; much more so than any other species of coal. Hence the reason why the term hard coal is often applied to it. The specific gravity is 1.390.

It requires more heat to kindle it than either caking or cherry coal; but when once thoroughly lighted, it constitutes a lasting and clear fire, which gives out much heat.

The best splint coal which I have met with contains about 9.5 per cent. of earthy matter. The combustible portion is a compound of carbon, hydrogen, azote and oxygen, in the following proportions:—

28 atoms carbon,	= 21.00
14 atoms hydrogen,	= 1.75
1 atom azote,	= 1.75
3½ atoms oxygen,	= 3.5

28.00 §

3.—CHERRY COAL.

This constitutes the greater part of the four uppermost Glasgow coal beds, especially the third and fourth beds. The Staffordshire coal seems to be similar in its nature.

Colour velvet black, with a slight intermixture of grey; the lustre is sometimes splendid, sometimes shining. When the lustre is shining, the coal has exactly the appearance of caking coal; but is easily distinguished, as it wants the property of softening and caking when heated. The lustre is resinous.

Principal fracture straight, slaty. The different slates or plates differ in their lustre; some of them are splendid, others only shining. The surface is smooth; when the lustre is splendid the surface is specular, but when only shining, the surface is merely even. Cross fracture usually flat conchoidal and specular splendid. In some places it has occasionally the aspect of wood charcoal.

Its hardness is about the same as that of caking and splint coal. But it is very easily frangible. Hence there is a good deal of waste in mining it, and as it does not cake, the fragments can be used only for furnaces. Near Birmingham the loss in mining, including the pillars, amounts to two-thirds of the whole.

The fragments are rectangular, and approach the cubic form. The specific gravity is 1.265.

When exposed to heat it readily catches fire, and burns with a clear yellow flame, giving out a great deal of heat. It burns away much faster than either caking or splint coal.

When burnt it leaves about ten per cent. of ashes. The combustible portion is a compound of carbon, hydrogen, azote, and oxygen, in the following proportions:—

34 atoms carbon,	= 25.5
34 atoms hydrogen,	= 4.25
2 atoms azote,	= 3.5
1 atom oxygen,	= 1.0

34.25\*\*

As this is the most beautiful, it is at the same time the most abundant species of mineral coal. It has got the name cherry, from the colliers, in consequence of its lustre and beauty.

4.—CANNEL COAL.

This species of coal is said to have got its name because when kindled it burns with a clear flame like a candle. It abounds at Llanmabog, about twenty miles from Glasgow. It is found in different parts of Ayrshire, where it is made into inkhorns, snuff-boxes, and other similar ornaments. It abounds, as is well known, at Wigan in Lancashire; there is a mine of it in Lord Anglesey's park at Beaconsfield near Coventry. What is called jet is merely a variety of canal coal.

The colour is dark greyish black, sometimes brownish black; the lustre is glistening, resinous; it makes a good polish; the fracture is usually large and flat conchoidal. In the great this kind of coal is frequently slaty.

In some varieties the fragments approach the cubic shape, in others they are wedge-shaped, or even quite irregular.

Soft; textile; does not soil the fingers; rather difficultly frangible; specific gravity 1.272.

When applied to the flame of a candle it catches fire, and burns with a clear yellow flame, without melting. On this account it is frequently employed to give light, as a substitute for candles. If a large piece be put on the fire, it splits into folia, and if the flat side of these folia be laid over the fire, the pieces fly off with a crackling noise, and are, many of them, driven to a considerable distance. Hence the reason why the term parrot coal is applied to this variety in Scotland.

This coal at average contains about eleven per cent. of earthy matter. The combustible portion is composed of carbon, hydrogen, and azote, in the following proportions:—

11 atoms carbon,	= 8.25
22 atoms hydrogen,	= 2.73
1 atom azote,	= 1.75

12.73\*

5.—WOOD COAL.

As a variety of mineral coal, we ought to mention wood coal or brown coal, as it has been termed by Werner, which occurs usually in the newest formations; it has all the appearance of wood, and obviously consists of trees that have been softened, probably by moisture, and then squeezed flat by pressure. The deposit at Bovey, in Devonshire, constitutes one of the best examples of this kind of coal. Its colour is brown or grey, differing a good deal in the shade; the texture of the wood is preserved, and it burns exactly as wood does; so that there cannot be the least doubt about its origin. Indeed the common opinion is, that mineral coal in general owes its origin to vegetable matter; but the occurrence of anthracite in primary rocks constitutes a difficulty in the adoption of this theory in every other respect so plausible.

ASPHALT.

Black mineral resin of Mohs; bitumen, petroleum, naphtha, &c.

This substance occurs in considerable quantity on the shores of the Dead Sea, and on the surface of a lake in Tristad. There is a thick bed of it in Albania, from which the Greek fire, so celebrated in the middle ages, was principally formed.

When solid it has a black colour, but is frequently also brownish and reddish. The streak is usually unchanged; but sometimes lighter than the colour of the asphalt.

Hardness 2. Friable; textile; lustre resinous; fracture conchoidal, more or less perfect. The specific gravity varies from 1.073 to 1.160. Klugroff states it as high as 1.205.

When heated it melts, giving out a bituminous smell, and colourless naphtha may be distilled from it. Neither acids nor alkalies are capable of acting on it; but it dissolves in naphtha, and in the fixed and volatile oils.

Naphtha, which issues occasionally from the earth in various countries, especially Persia, is a colourless transparent liquid, very volatile, and lighter than the weight of water. It is very combustible, and appears to be a compound of carbon and hydrogen in equal atoms, seemingly six atoms of each. When naphtha is exposed to the air, its colour deepens, and its consistency increases, and it gradually assumes the form of petroleum, a brown bituminous oily looking matter, which occasionally floats on the surface of springs issuing from coal beds. When the petroleum is heated, it gives out naphtha, and leaves a quantity of asphalt. Pit-coal, when distilled, yields also naphtha. Hence naphtha seems to be the part of a series of substances which graduate into each other, and the last of the series is pit-coal.†

ELASTIC BITUMEN.

Mineral cutaneous of Kirwan.

This mineral was first discovered in the forsaken lead mine of Odin, which is situated near the base of Maunder, to the north of Castletown, in Derbyshire. It was first noticed by Dr. Lister, in 1673. He called it a subterraneous fungus, and is uncertain whether it belongs to the vegetable or mineral kingdom. It was first accurately described by Mr. Hatchett. In 1818, it was discovered by M. Olivier, of Angers, in the coal mine of Montrelais, at the depth of 230 feet. Haussmann states that it has been observed also at Neufchâtel, and in the isle of Zante.||

Its colour is blackish brown of various shades.

Internally it is shining and glistening; lustre resinous; fracture conchoidal; translucent on the edges; very soft; textile; soft and elastic, flexible. The specific gravity of the Derbyshire variety, as determined by Hatchett, varies from 0.9053 to 1.233; that of the French is lighter than water.

It catches fire readily, and burns with a lively yellow flame, giving out a bituminous odour. The English and French varieties were subjected to analysis by M. Henry, jun.¶ The results were as follows:—

English variety.	French variety.
Carbon . . . . .	0.5225
Hydrogen . . . . .	0.0746
Azote . . . . .	0.0015
Oxygen . . . . .	0.4011
	1.0000
	1.0000

This corresponds with

35 atoms carbon . . . . .	= 26.25
3 atoms hydrogen . . . . .	= 0.375
2 atoms oxygen . . . . .	= 2.00

28.625

for the English variety; and

41 carbon . . . . .	= 30.75
2 hydrogen . . . . .	= 0.25
2 oxygen . . . . .	= 2.00

33

for the French variety.

It is obvious that these numbers can be considered only as rude approximations to the truth.—Thomson's *Outlines of Mineralogy, Geology, &c.*

PEAT.—Whatever be the cause of the antiseptic power of peat, it is well-known to have been the means of preserving not only the trunks of trees, but many interesting animal remains and objects of art. In June, 1747, the body of a female was discovered in a peat-moor in the Isle of Axholme, in Lincolnshire. Her feet were furnished with antique sandals, and it has been supposed that she was an ancient Briton. Her nails, hair, and skin, are described as having shown scarcely any symptoms of decay. In Ireland, a human body was dug up which was completely clothed with garments made of hair. The clothing of the inhabitants was manufactured from this material before the introduction of wool; but many ages have elapsed since this took place, so that the body must have lain an immense time, yet it was perfectly fresh and unimpaired. Amongst a number of cases of this description which might be brought forward, we shall quote the following, as particularly interesting:—"At the battle of Solway, in the time of Henry the Eighth (1542), when the Scotch army, commanded by Oliver Sinclair, was routed, an unfortunate troop of horse, driven by their fears, plunged into this morass (the Solway moss), which instantly closed upon them. The tale was traditional, but it is now authenticated, a man and horse in complete armour having been found by peat-diggers in the place where it was always supposed the affair had happened. The skeleton of each was well preserved, and the different parts of the armour easily distinguished." Besides the human body, there have been found in peat-bogs, bones of the stag, ox, hog, horse, sheep, and other

## ACCIDENTS IN MINES—DAVY LAMP.

[Continued from No. 54.]

Upon this important and still undecided subject, we now extract from the evidence given before the Commissioners of Parliamentary Inquiry, that part of the testimony of John Murray, Esq., lecturer on Chemistry at Hull, which relates to the safety lamp.

Having referred to a number of safety lamps, do you, as a scientific man, consider Sir Humphry Davy's lamp to be emphatically a safety lamp in all cases?—No, I certainly do not; that is, not in all cases.

Will you give the committee your opinion on that subject, as the result of experiment or theory?—As the result, I should say, of direct experiment. I have no doubt that very many accidents have occurred with Sir Humphry Davy's lamp, that lamp not being absolutely safe, igniting an explosive atmosphere. Of course I do not wish to enter into the theory, for I happen to differ with scientific men generally, and I would rather confine myself, if you please, to practical results. The accidents from the lamp, I conceive, are in the first place to be ascribed to the mere occasional use of the lamp. Taking it, for instance, as an exploring lamp, and suddenly encountering an explosive atmosphere, or perhaps passing a blower, the sudden entrance of an explosive atmosphere into the lamp would ignite it almost immediately, and I should think kindle the gas; in my experiments it has kindled the gas, by making the lighted lamp to transit, for instance, a jet of carburetted hydrogen; for it has passed through the lamp and ignited the gas at the orifice.

Now in that case, what was the estimated velocity of carburetted hydrogen in feet per minute?—I did not estimate exactly that, but I should conceive it to be not moving with any great velocity, certainly not so much as I have often known blowers to emit gas.

Can you give an idea whether it was at the rate of 300 feet or 400 feet or more per minute?—I should think less than 300 feet.

You think that pure carburetted hydrogen passed through the gauze of a lamp, will ignite it beyond the gauze; that is to say, impelled against the lamp, the flame will break through: 300 feet per minute would not be above three miles an hour walking, would it?—Not above that; of course that will depend, you know, necessarily on the size of the meshes.

You are now speaking of the standard gauze, or the gauze approved by Sir Humphry Davy?—Yes, it is that I advert to.

Then, if a man were walking through a very explosive mixture, with his lamp unprotected, at the rate of three miles per hour, and the current of gas was setting towards him also at the rate of three miles per hour, the mean resistance of the gauze being four miles per hour, should you anticipate an explosion as a natural consequence?—I should.

Should you have any doubt as to an explosion taking place?—Not at all, because the flame is then impelled against the side of the gauze, and it acts then with all the impetus of a blow-pipe on that side. It is that which enhances the tendency to explosion.

This would be a practical experiment, confirming those which you have made as a man of skill?—Yes. There is another cause of accident with that lamp, which has not been alluded to. I believe I was the first that pointed it out. The indiscriminate use of copper and iron-wire gauze.

Have you seen copper gauze in use in those lamps?—Yes, I have; and I have seen them exposed in the windows of ironmasters indiscriminately. I was the first who made the experiment which proved the danger of the copper safety lamp.

Will you state what that experiment was?—I made the experiment with the fire-damp in the Bagilt colliery in North Wales. The fire-damp burned green, and possessed the green tint which it received by the solution of copper.

The explosive flame was in actual contact with the copper tissue, which, when dissolved in the fire-damp, communicated a green tint to the flame within; a sufficient proof that the copper was dissolved.

Did you continue that experiment sufficiently long to ascertain what length of time would be required to oxidize the whole substance?—No; I did not continue it sufficiently long, but I am in the habit of repeating it for illustration. I suppose I have made the experiment more 100 times; and to prove it, we have only to immerse slowly a copper safety lamp in a portion of the vapour of ether mingled with atmospheric air, and will then find the whole cage full of a green-tinted flame; and, moreover, that the flame is in evident contact with the wire-gauze itself.

Is the vapour of ether a natural combination of carburetted hydrogen?—I am talking of the carburetted hydrogen entering into the constitution of the flame, filling the cage and dissolving the copper tissue, and thus forming that green tint which is peculiar to a solution of nitrate of copper in alcohol when dissolved.

The vapour of ether arises from a small portion of ether thrown into a large vessel, and when mixed with atmospheric air, the lamp is slowly lowered into it.

But is that a natural combination with carburetted hydrogen?—It appears that carburetted hydrogen always acts powerfully on copper tissues, and I have repeatedly proved the fact.

Will you explain your object in making experiments with an infusion of vapour of ether?—I have merely adverted to that as an easy experiment of proving the same thing, because the vapour of ether is an inflammable vapour, and when mingled with atmospheric air, forms an explosive compound. I am, moreover, of opinion, that M. Provost has stated correctly that alcohol and ether are liquid combinations of carburetted hydrogen and hydrocarbons, so that I conceive it is an apt illustration of the same principle.

And these experiments carried conviction to your mind that copper gauze would on no account be allowable?—Certainly not. I had once nearly lost my life with it, the copper being nearly dissolved in repeated trials; but when I found out what was the cause of it, by investigation, I repeated it seldom, and not for a long continued time.

Now will you turn your attention to the iron-wire gauze?—With regard to the iron-wire gauze, I differ in opinion as to the cooling influence to which it has been ascribed, because I believe the lamp is dangerous when it is cool.

Perhaps you will give the committee your idea of the *rationale* of Sir Humphry Davy's lamp as explained by himself?—Flame in all cases whatever is to be considered as inflammable vapour or gaseous inflammable matter, heated above whiteness. The lamp, simply acts by cooling that incandescent inflammable matter below the point of which it is incandescent, when it ceases to be flame. This is said to be a very simple explanation, but the question is whether that explanation be correct.

Now will you compare that view of the case with the one you have been led yourself to form?—The way that I explain the lamp is this, and I am warranted in my conclusions by the experiments of Mr. Dillon, of Belfast, irrespective of my own. Indeed I constructed a safety-lamp proving the fact I am about to state. It may be mentioned, that the fire-damp of the mine, when it forms from one-seventh to one-thirteenth part of the atmosphere, will explode, though these limits it will not explode. If we mix a small portion of ether, acetone, or carbonic acid gas with such a mixture, it will no longer explode, or it will disperse if it explodes. I need not mention that the more highly concentrated an explosive mixture is made by condensation, the more violent will be its explosive effect when it is ignited. Now it occurs to me that, seeing the lamp is positively safe when it is heated, though unsafe when it is cold, the heated wire-gauze which confines the explosive flame within, will confine its power by attenuation, because if we attenuate or rarely such a mixture, whether by the air-pump or by heat, it will not explode. I cannot see how any cooling influence could operate where individuals have worked for many hours with the lamp red-hot, and I have myself had the lamp red-hot from top to bottom, yet remaining safe. I have gone through an explosive atmosphere in a colliery in the neighbourhood of Paisley; I cannot therefore discover where the cooling influence of red-hot gauze resides.

Do you attach no importance to the principle of external pressure on the gas preventing the flame passing?—I should conceive that it may have some influence; perhaps a great deal may depend also on that, but I cannot see what that has to do with the cooling influence to which the safety has been solely and exclusively attributed.

But whatever mistakes may have been made in the principle of Sir Humphry Davy's, do you not think that the most reasonable conjecture is that the pressure from without is sufficient to resist the passage of the flame externally?—It is an idea which has not occurred to my own mind, but I should conceive it may be very considerably operated.

Is not the consequence of the flame in the lamp to produce nearly a complete vacuum?—It will rarely if ever materially.

And will not the pressure from without be increased in consequence?—But if it is more dense without, it would rush in by the meshes into the interior.

You are aware the lamp is attached to meshes?—Yes.

Do not you think that the pressure of the air inwards prevents the flame or the atmosphere in an inflammable state from proceeding out of the cage?—I think it highly probable it may very considerably influence the phenomena.

But where the pressure on the opposite side of the lamp is neutralized by a blast through the lamp, does not the flame immediately pass?—Yes, I should certainly think it would.

Is not that an easy explanation of the theory on which you have just been questioned?—I was merely mentioning the fact; the theory I will resign to you, as having, perhaps, accounted for it better.

Is what mines have you experimented with this lamp?—I have been in many mines, both in Scotland, Wales, and England.

You did not find much explosive gas in Scotland, did you?—No, not much.

And much less in Wales than in the counties of Durham and Northumberland?—I have never been in the mines in the neighbourhood either of Durham or Newcastle at all. I am quite unaware practically of the phenomena there.

Are you aware from report, that the explosions of gas in the coal seams of

Durham and Northumberland are infinitely greater than what is known in any other part of the kingdom?—I have no doubt of that whatever.

Then in your opinion ought the explosions which cannot be immediately traced to any defect in the lamp, to be attributed to the carelessness of it?—I rather suspect that the workmen have often been blamed when they ought not to have been blamed. That is my own opinion, from what I have heard.

But what is your impression as to the ordinary causes of these lamentable accidents which are too well known to have taken place?—Do you advert to the accidents where the safety lamp has been in use?

Certainly?—I conceive that it has been chiefly from using it as an exploring lamp, by means of which the current would be impelled, in traversing the mines in the opposite direction; being an explosive mixture, it would act with all the force of a blow-pipe on the opposite side.

Are you aware of any mine having exploded in the act of exploration?—No, I am not.

Are you aware that the men using these lamps in exploring the mines, are always expected to protect their lamps with a tin plate to avoid the passage of the current, and that they carry the lamps close to their bosoms, thus preventing the passage of any current of air in the opposite direction to that which they are going?—I am not aware of that fact, and I rather suspect that is a very recent introduction.

If it has been stated by a witness conversant with the practice that such is the case, do you not consider that those are wise precautions?—Unquestionably, every precaution is valuable that would prevent the action of the current.

Then your opinion of the safety lamp not being a real and constant protection, applies to those times when it is used in a state of motion or ignition? Chiefly so, because it is known they keep working with the safety lamp red hot for some hours together in Earl Fitzwilliam's collieries, and I have been also told in the neighbourhood of Bradford, where a coal proprietor informed me of the fact.

(To be continued.)

## STATISTICAL NOTICES RESPECTING THE FALKLAND ISLANDS IN THE SOUTHERN OCEAN.

The Falkland Islands, named by the Spaniards "Malvinas," form a group of nearly ninety in number, two of which are very large, they are situated in the Southern Ocean, distant about 470 miles east of the coast of South America, and about 300 N. E. of Cape Horn, lying between the lat. of 51° and 52° S. and in long. 57° and 61° W.

West Falkland, the largest of the two islands, is at present uninhabited, and is about 100 miles in length and 50 in breadth, surrounded on all sides by excellent harbours, and of which Port Egmont on the N. is the most frequented, being very capacious and well sheltered by several islands lying at its entrance; it was at this place the English founded their first settlement in 1774: there is no cattle in the island, although the pasture is excellent.

East Falkland, named "Soledad" by the Spaniards, is seven to twelve miles distant from W. Falkland, and from which it is separated by an extensive sound containing numerous islands and rocks. This island is about seventy-eight miles in length, and forty-seven at its greatest breadth, but narrowing to twenty-five or thirty in the southern parts. Berkeley Sound is situated at the N. E. point, and is six to seven miles wide at the entrance, running up nearly twelve miles as far as Port Louis, where the British settlement is at present fixed; there is plenty of depth of water for vessels of any size in Berkeley Sound, with good shelter and anchorage, as well as every convenience for heaving vessels down and repairing them. The village of Port Louis is situated in lat. 51° 32' S. and 58° 18' W. long. on the banks of a small creek, with about six to eight feet water. There are about eighteen persons in all settled on the island, most of whom were from Buenos Ayres, when Lieutenant Smith with about ten or twelve seamen and marines took possession of the island, in the name of the British Government. A vessel of war is now generally stationed there as a further protection.

The country about East Falkland is of moderate elevation; but the western island is more hilly. The surface of the soil is of a peat nature, but capable of great improvement, and can be easily manured, as the coast abounds with sea-weed. The pasture even to the summit of the hills is very good in its natural state, and peculiarly well-adapted for feeding sheep. There are no trees, and consequently no wood of any sort for fuel, but there is an abundance of peat, which makes an excellent substitute. The absence of trees has, however, this advantage, as it would relieve the settler from the labours and expense of clearing the land. Water is every where abundant, and remarkably pure and good, rivulets intersecting the land in every direction. There is also plenty of stone, with abundance of clay for making bricks.

The climate of the Falkland Islands is temperate, and considered perfectly healthy, not being subject either to extremes of heat or cold; there is very little frost or snow in winter, the latter seldom lying on the ground more than twenty-four hours together, excepting upon the summit of the hills, while the harbours are never frozen over. No more rain falls there than in the average of temperate climates. The thermometer in winter generally averages 40° of Fahrenheit, and is seldom so low as 32°. In summer it ranges from 60° to 70°, but never rises above 75°.

The prevailing winds are from the S.W. and N.W.; the weather is generally clear with the former, and foggy with the latter. During the winter season the winds at S. and E. blow occasionally with great violence. The summer months are from December to February, and the winter from June to August. Cattle may be said to form the principal production of East Falkland, of which there are supposed to be upwards of 5,000 head, all wild; the beef, although small, is very tender. The cows give excellent milk; the wild cattle are caught by the Guachos or Buenos Ayres Indians with their lassos, who drive them to a place about nine miles from Port Louis, where they are slaughtered when required. There are above 500 horses on the island, also wild, and of a small breed. Rabbits are extremely numerous, and of a very large size; pigs are likewise plentiful in a wild state. There is a great variety of sea fowl, particularly Solan geese, wild ducks, teal, and snipes, most of which are good eating. The creeks and waters abound with fish of various descriptions; the finest is a species of large mullet, which are salted and sold to the shipping. These islands also abound with seals and sea elephants; the skins of the former are very valuable, the procuring of which forms the chief inducement for vessels to resort there. Of natural productions, sea-weed for making kelp is so abundant, that vast quantities could be collected if a market offered for its sale.

Potatoes, turnips, carrots, cabbages, and all common sorts of vegetables, grow exceedingly well, and there is no doubt but currants, gooseberries, and other fruits, would also thrive, while the hardy sorts of Scotch firs and larches might succeed as timber trees.

In a commercial point of view, Berkeley Sound is well situated for forming an establishment to supply vessels with every sort of provisions, as well as for the refinement and repairs, whether outward or homeward bound. An intercourse might also be established with Rio Janeiro, in the Brazils, distant only about twelve or fourteen days' sail, sending thither salt and jerked beef, fish, oil, &c., and bringing back in return, sugar, coffee, rice, rum, and fruits. Corn and flour could be imported regularly from Chili. Some intercourse could no doubt be established with the natives on the neighbouring coast of South America. There is plenty of fine timber to be had at Staten Land, about three days' sail, and spars for masts could be procured in the Straits of Magellan. In short, in a few years these islands might be in a state to be had at Staten Land, about three days' sail, and spars for masts could be procured in the Straits of Magellan. In short, in a few years these islands might be in a state to be had at Staten Land, about three days' sail, and spars for masts could be procured in the Straits of Magellan.

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## ORIGINAL CORRESPONDENCE.

## GEOLOGY—THEORY OF THE CREATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—When I forwarded my letter to you on the **THEORY OF THE CREATION**, and which you did me the favour of inserting in No. 34 of your valuable *Journal*, I did not contemplate that it would have attracted the attention of so eminent a cosmologist as W. B. of Trinity College, Cambridge.

Whether the opinions expressed in that letter, or in the observations appended to it, be maintainable or not, it would ill become me to enter into a controversy with one so learned, and at the same time so indefatigable in his investigations, both theological and geological.

By your permission I will endeavour to explain my meaning as it respects both the words *interpret* and *ignorant*. In using the former, it cannot for a moment be supposed that I intended it in the more general occupation, viz. *translation*, because a very little reflection ought to convince every one that I could not be supposed to brand as *ignorant* any person who had studied the Hebrew or Greek languages. I readily admit that I expressed myself rather imperfectly, and therefore beg now to be allowed to ask, whether it is not probable that the common reader, wholly unacquainted with the sacred writings in the original, might be led to suppose that the six days spoken of in Genesis as the time expended in the labours of the Deity, were simply so many diurnal revolutions of the globe, as well as the *seventh* day, ordained to be a day of rest.

However this may be, still both myself and your readers in general will feel thankful should any want of precision in wording my communication be the means of eliciting from W. B. so truly acceptable an article as that proposed by him in No. 35 of the *Mining Journal*. I am, sir, your obedient servant,

D.

## MIDLAND COUNTIES RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—In reference to a paragraph which has gone the round of the papers, commenting on the appearance of the name of Lord Viscount Melbourne, as a subscriber of 5000*l.* to this Railway, I think it right to state, that Lord Melbourne's subscription took place at the commencement of the undertaking in the year 1833. His Lordship is one of the principal land-owners on the line, and was induced to support it from a belief that it would be beneficial to that part of the country in which his property lies, and with which his interests are identified.

I have further to state, that the Midland Counties Railway has been three years before the public, and that the subscription list was filled earlier than that of any Railway now before Parliament, and before many of them were projected or thought of.—Yours obediently,

J. F. BELL.

Secretary to the Midland Counties Railway.

19, Parliament-street, May 11.

## TIN BOUNDERS' CLAIMS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—Having had a Cornish paper forwarded to us containing Mr. Hill's letter of the 3d instant, and which may probably appear in the *Mining Journal* on Saturday next, we think it right to send you a few more lines, if it were only to say that we did not intend in our letter, or advertisement, any disrespect to the characters either of Mr. Silvester or Mr. Hill.

Mr. Hill's letter, though very temperate, is so weak in argument, that it really scarcely requires an answer. He first talks of Mr. Smith's lease being forfeited, which is laughable; and he himself gives no reason on which he finds such an opinion, except one in which we cannot possibly concur, viz. his own "poor judgment." Secondly, he then states that the grounds the claim of the bounders on Captain Crease's own title, his own lease, which he says expressly recognises a distinct and independent right to bounds, but he does not say how or in what manner; whereas the fact is, that neither bounds or bounders are in any way mentioned or alluded to in the lease. Thirdly, He acknowledges the duchy being entitled to toll, but says that the bounder is entitled to the farm. Why, the lease is expressly of the toll and farm. But whatever may be considered by Mr. Hill the bounder's farm, it is clearly only the bounder's right to turn the tin to account for himself, dependent wholly on his having continued to work tin bounds and to pay the duchy its full toll.

Fourthly, Mr. Hill proceeds to quote Statuary laws, which were passed illegally, are considered decided innovations on the law of the land, and would never stand for a moment in the superior courts; but even these do not make out his position, and he and the unfortunate bounders have found that even backed by all these authorities they are never able to come into court, either against the duchy, lessee, or the adventurers under him. Fifthly, Mr. Hill makes large quotations from the cause of Rowle v. Brenton: they are all answered in a word. In that cause no question arose between the duchy or its lessee and the bounder, it was no part of the issue to be tried; and when bounders and bound agents were giving evidence, it was natural that they should represent, as Mr. Silvester has done, that the toll was halved with the duchy lessee. But the cause of Crease v. Barrett means, "according to the law of the land;" whereas they should understand, that the real meaning of the words is, "so long as Mr. Silvester was duchy toller." Seventhly, Mr. Hill says, towards the close of his letter that "the bounder has clearly the exclusive right to grant sets" (though he does not deign to give us a single word or authority to show how that right is to be established); and he goes on to say, that "any adventurers working under a grant from Captain Crease," will be liable to account to the bounder, "and at any moment be deprived of the result of their labour and expenditure." Now, will not the public imagine that, if this were the fact, Mr. Hill would, in the last five years, have made some adventurer under the duchy lessee account to some of his clients, the bounders? And is not the fact of his not having done so, clear evidence that they can never show themselves in a court of law or equity. We must again challenge Mr. Hill to file a bill for some bounder for an account of tin raised against the adventurers in Wheal Whidden, or Wheal Ruby, or some other mine that he cautions in his Wendron advertisement, or else bring an action of trover for the tin; and if he does not do so, the public will only laugh at his adventures.

We are, Sir, yours most obediently,

BARTLETT AND BEDDOME.

27, Nicholas-lane, Lombard-street, May 10, 1836.

TO THE EDITOR OF THE WEST BRITON.

SIR.—I will notice as briefly as possible the letter of Captain Crease's solicitors, published in your last week's paper, because I think it right that their assertions should not be allowed to pass uncontradicted.

And first, permit me to state, that although in my poor judgment the lease of the late Mr. Smith has been repeatedly forfeited by its present holder, I do not attempt to deprive Captain Crease of the full benefit of its provisions. The question of forfeiture is one between the duchy and its lessee, in which I have no inclination to interfere. I would rather ground the claim of the bounders on the root of Captain Crease's title—his own lease—which I contend expressly recognises a distinct and independent right to bounds.

I have never for one instant denied that the duchy lessee possesses a right to tin toll, i.e. the portion payable to the owner of the soil, or his grantees, where tin bounds exist, in which character the duchy must be considered. I also admit that the bounder is liable to pay such toll; but I, at the same time, contend, that the latter is entitled to his farm, varying in its proportion in different districts from 1-10th to 1-14th of the produce—the average being probably 1-12th.

The rights of the bounder are recognised and confirmed in all the acts of convocation, and provision is made for cases in which tin bounds are not worked.

Captain Crease's solicitors state, "The bounder has no title to any tin work in which he has ceased to labour, and pay toll twelve months; for it appears from Statuary Records now extant, that the freeholder may expect the bounder from his land, if the bounder's work be not lawfully assured by working, and toll tin paid for the space of a whole year."

I know the acuteness of the gentlemen who make this assertion, and I am astonished they should have overlooked the Statuary Law, which completely refutes their position.

It is stated in the *Inspe克斯 Roll* of Geo. II. p. 91, that tin bounds lie often unwrought for many years, to the great prejudice of the Statuary, to remedy which it is enacted, that if tin bounds lie unwrought for twelve months, and any person be desirous of tin bounds, he may give notice to the bounder or his agent to work in two months; at the conclusion of which period, if no step be taken, the party giving the notice may work as if he had a sett,

"upon paying the usual and accustomed sum" to the bounder. And to establish and protect the bounder's interest more fully, it is also provided, that the party shall enter into a bond in 100*l.*, with two sureties in 50*l.* each, to work effectually; and in default, the bounder may re-enter.

It is true that there is a clause in the last convocation, which the altered condition of society, and the numerous insouls in the county, rendered expedient—it is this: That if the owners of tin bounds deliver not toll-tin in three years, or at least shall not work effectually, the bounds shall be void; but surely Captain Crease's solicitors have not considered this clause as applicable to bounds generally.

It is *prospective* in its operation, being confined in its application to such bounds "as shall thereafter be cut."

In the great case of *Rowe and Breton*, the duchy relied on the perception of the tolls as evidence of their title as lords of the soil. The Attorney-General detailed at considerable length the law and custom of bounding, and if your readers will take the trouble to refer to Mr. Concannan's report of that case, they will find the principle for which Mr. Silvester and myself contend admitted by all parties. Sir Charles Wetherell said, "This right or custom of bounding is equally prevalent against the Duke of Cornwall as it would be against a private individual owner in fee;" and the original Statuary Roll was produced in evidence, "from which the laws as to bounding were read."

Indeed, the courts have repeatedly sanctioned and confirmed a distinct interest in tin bounds—the toll and farm are separately rated in the parish books, and it were endless to enumerate the instances in which the bounding of the duchy had been interwoven with the concerns and economy of the mining district, and as such, been sanctioned by courts of justice.

I regret that the highly respectable gentlemen who represent Captain Crease should have, for a moment, descended to personality in alluding to Mr. Silvester. It happens that his character and independent line of conduct are pretty generally known, and Captain Crease must be aware that any employment has long ceased to be to him a matter of importance. Why, then, apply to Mr. Silvester the offensive epithet—"discharged servant?"

It was *natural* that the *effect* produced on the public mind by Mr. Silvester's letter and caution should have seriously alarmed the learned gentlemen—I fully anticipated such a result; and I think that the measures which the bounders have determined to adopt towards Captain Crease, and those claiming under him, are likely to increase that feeling, as they must effectually check the infringement of private rights, and reduce the *powers* of the duchy lessors to those created by his lease, and assumed by Messrs. Parkes and Fresh, the duchy solicitors, in their late advertisement.

But you must not suppose, sir, that the facts spoken to by Mr. Silvester, as derivable from long experience, are confined to this neighbourhood, and as is broadly insinuated, the result of some local concoction Mr. Silvester had formed, inimical to duchy interests. The practice of dividing the dues between the duchy and the bounder has prevailed, *ex necessitate rei*, for a considerable period. Adventurers in early ages of mining were able, and did often pay, one-fifth dues, and they were then clearly in a situation to pay the bounder and lord their respective portions *in full*; but I need hardly remark that no adventurer could do so; and hence originated a mutual concession in favour of the adventurer, without which no ground in Cornwall could be worked.

This is the practice which my friend Mr. Silvester *found* in full operation, and which he continued until the present lessee was advised to disturb it, and be dissatisfied with his own proportion of the good things, he,

"Like Moses' serpent, swallowed up the rest."

Then, it seems, Mr. Silvester was deprived of the lessee's confidence and employ, and he is surely entitled to great credit for refusing to co-operate in an attempt to distort so *equitable* and *necessary* an arrangement. The duchy do not view the division so much complained of by Captain Crease as injurious to their *permanent* interests, and I would here again crave leave to refer to Mr. Concannan's report:—"Certain tin bills, dated 1796, showing the sale of the produce of the Porth Stream-work, in Mr. Carthew's land, were shown to Mr. Colenso: from which, and the receipt connected with the same, as proved by him, it appeared that John Puckering had received for the lessee, Mr. Donnithorne, one moiety of all toll-tin, in respect of that stream-work, and that the other moiety of the same toll was paid to Mr. Carthew's family as bounder. This, Mr. Colenso stated to be the customary mode of division between the lord of the soil and the bounder in the neighbourhood of these streams."

The question stands thus:—Captain Crease claims his full toll—the bounder has clearly the *exclusive* right to grant sets, and adventurers working under a *quasi* grant from the former will be liable to account to the bounder, and at any moment to be deprived of the result of their labour and expenditure. If any person, after the repeated cautions which have been given on behalf of the bounder, will embark capital in duchy land, he must be infected with little short of judicial blindness.

I can only say, in conclusion, that so far from the bounders (in this neighbourhood at least) being in "expiring straits," as stated by Captain Crease's solicitors, they have come to a resolution to protect their property, and will avail themselves without hesitation of any discoveries made by those working without *their* authority. Let adventurers in the county and elsewhere take heed, and not only adventurers but smelters, for all purchases by them are open to litigation on the part of the bona fide OWNER.

I am, sir, your faithful servant,

FREDERICK HILL.

Helston, 3d May, 1836.

\* I have in my possession a sett of Owen Vean in Penzance, where the dues were at one time 1-6th—it has recently been set at 1-20th.

+ Thus and now the very intelligent duchy agent at St. Austell.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

MONDAY, MAY 9.—The Teignmouth Harbour, Forfar Railway, and other Bills, were brought up from the Commons.—The order of the day having been read, their lordships went into Committee on the Municipal Corporations (Ireland) Bill, Lord LYNDHURST rose for the purpose of moving some verbal amendments to some of the clauses, which were opposed by Ministers. A lengthened discussion took place, and on two occasions the House divided, when the amendments were carried by a considerable majority.

TUESDAY.—The Irish Constabulary Bill was read a third time.—In a Committee on the Church Plurality Bill, upon the reading of the fourth clause, which provided that a clergyman could not hold two benefices, the united value of which exceeded 1,000*l.*, or that the highest amount of each of two benefices to be held by a clergyman should be 500*l.* each, Lord WYNFORD moved the amendment, extending the amount of each benefit to 1,000*l.* per annum; thus enabling the clergyman to have 2,000*l.* per annum from two benefices.—A division took place, when there appeared for the original clause 29; for the amendment 7.—Majority 22.

FRIDAY.—The Birmingham, Bristol, Thames Junction, and Hayle Railways Bills were read a first time.

## HOUSE OF COMMONS.

MONDAY, MAY 9.—The Lords amendments to the Arbroath and Forfar Railway Bill were agreed to; and the Dundee Harbour Bill was read a third time.—Upon the second reading of the Factories Act Amendment Bill, a long and animated discussion took place. Mr. P. THOMSON, Mr. BAINES, Sir ROBERT PEEL, and others, supported the Bill. Lord ASHLEY, Mr. PONTE, Dr. LUSHINGTON, Mr. GOULDHURST, Mr. WAKLEY, and others, opposed it. On a division, there appeared for the second reading 17*l.*; against it 176.—Majority 2.

TUESDAY.—Mr. GIBSON brought up the report of the Midland Counties Railway Committee.—A Bill to regulate the Dublin Steam Packet Company was, after much discussion, read a first time.—The House went into a Committee on the Tithe Bill, when Mr. RICHARDS called the attention of the House to the case of lessees of iron mines, who now paid no tithe for any land rendered tithe-unproductive during the course of their proceedings, but would, according to the bill, have to pay a rent-charge for all land that would, within a certain number of years past, produce titheable produce. The principle of the Bill was to leave the tithe-payer and the tithe-owner in the same condition as they now were, and for this reason he begged to move at the end of the clause a proviso, that in case any part of the land should at any time be broken up, or the surface destroyed and rendered unproductive by the raising of coals, iron, or other minerals, and erecting the necessary buildings, the rent-charge to be imposed should be abated to a proportionate extent.—Lord J. RUSSELL said the clause would be of no importance in any part of the country but Staffordshire, and he thought it was not worth while to depart from the principle of the Bill. The House then divided, when there appeared for the amendment 54; for the original clause 171.

WEDNESDAY.—Mr. BROTHERTON presented a petition from Salford in favour of the Manchester and Salford Junction Canal Bill.—Colonel PARRY, on the presentation of the report on the Festiniog Railway Bill, moved that the said Bill be re-committed, the Committee having reported that part of the preamble was not proved.—The Earl of DARLINGTON, as chairman of the Committee, opposed the motion. The Committee had sat five days, and had carefully investigated the subject referred to them; and he considered that they had come to a correct decision.—After some conversation the motion was withdrawn, and the report was agreed to.—On the motion of Mr. MILLER, the Lords' amendments to the Great Western Railway Act Amendment Bill was agreed to.—Mr. BANNERMAN presented the report of the Committee on the Aberdeen Public Schools Bill.—On the motion of Sir M. W. RAILTON, the Buxton Junction Railway Bill was read a third time and passed.—Mr. BARNARD presented a petition from the borough of Greenwich, praying that in any Railway Bill for Kent, the House would be pleased to make regulations for the railway to pass through Greenwich. (Much laughter.)—On the motion of Mr. TWISS, the Birmingham, Bristol, and Thames Junction Railway Bill was read a third time and passed.

THURSDAY.—Mr. LAMPTON presented petitions from Durham and from the owners of collieries in Durham and Northumberland, against the South Durham and South-West Durham Railway Bills.—On the motion of Mr. CLAY moved for a select committee to be appointed "to inquire into the operation of the act of the 7th Geo. IV. c. 46, permitting the establishment of joint-stock banks, and whether it be expedient to make any and what alterations in the provisions of that act." The hon. gentleman said that under that act a system of joint-stock banking had grown up already of great magnitude which is daily extending its ramifications, and which promises very shortly to comprehend every portion of the kingdom, and every class of the population within the sphere of its operation. Of the importance of the consequences, whether good or evil, which must eventually flow from the workings of this system, no man can reasonably doubt. He stated that it was his object to induce the House to inquire whether the system of joint-stock banking in this country had received the best legal development of which it was susceptible. It was capable of conferring great benefit upon the community, but might, if ill regulated, give birth to great calamities. He reminded the House of the year 1825, the mad excitement, the idle dreams of unbounded prosperity, the wild projects of the commencement of that memorable year, the wide-spread distress, the still more widespread alarm which attended its close were not forgotten by that House, and would not, he trusted, be forgotten by the public. In the pause a very great number of country bankers stopped payment, fifty-nine commissions of bankruptcy were issued against country banks from October 1825 to February 1826, and many suspended their payments whose affairs did not proceed to bankruptcy. By a return to an order of the House of the 21st of March last, it appeared that there was at that date sixty-one joint-stock banks established with their branches at 472 places, and consisting in all of 15,673 partners or shareholders; of these three were established in 1826, four in 1827, six in 1829, one in 1830, eight in 1831, seven in 1832, ten in 1833, ten in 1834, six in 1835, and four in this year to the 31st, and since the date of the return five had been entered at the Stamp Office, one of them having twenty-four branches and 2,052 partners. The hon. member said that he could not but think that the circumstances he had stated to the House, the vast and growing extent of the joint-stock banking on the one hand, the absence of all legal control over the working of that system on the other, constituted a state of affairs very far from satisfactory, and not to be contemplated without alarm, or at least without considerable anxiety. An element of tremendous power had been introduced into our monetary system, and no precaution had been taken to limit or control its operation.

"By permitting," said the hon. member, "an unlimited number of persons to combine for the purpose of carrying on the trade of banking, you confer on them an enormous power of creating an extensive business, by rendering all the shareholders individually responsible, you afford the most dangerous facility in obtaining credit, whilst you take not the smallest precaution that such banks shall possess capital commensurate with the engagements into which the powers and facilities you bestow will tempt them to enter. I can conceive no state more dangerous for any commercial community than one in which a system composed of such elements should be in full activity, in which the country should be covered with joint-stock banking companies, enabled to extend their operations through the thousand channels open to them by means of their shareholders, and feeling no necessity to limit the accommodation they afford from want of funds the place of which, for a certain length of time at least, their credit will supply. I can conceive no state more directly tending to produce that excitement, that overtrading, that apparent prosperity, as pleasant in its advent—so bitter in its consequences. If there be one case in which legislative interference with the intercourse of individuals could be justified equally by reasoning and experience, beyond all doubt it would be an interference to obviate the dangers which an abuse of the powers and facilities of joint-stock banking inevitably tends to produce." The hon. member considered that the real injury to the community produced by the working of an unsound system of banking to be, first, in the waste of capital consequent on the overtrading which it creates or stimulates; and secondly, in the shock to credit, the alarm, the distrust and lessened demand for labour which the extensive failure of banking establishments inevitably produces. Among the prominent evils attendant upon joint-stock banks, he considered to be the facility afforded by the existing law for getting up, in a moment of excitement, bubble companies, companies, of which the projectors had no other object than to make a profit by jobbing in the shares. After going into further very minute details, the hon. member stated that the remedy he would propose for the defects in our present system consisted in the adoption of three great principles—limited liability—paid up capital—and perfect publicity. Mr. RICHARDSON said that he would not object to go into a committee, but he must be allowed to say, with reference to the dangers he (Mr. CLAY) had alluded to, as attendant upon the establishment of joint-stock banks, that if a physician were to lay down the principle that under a healthy state of body it was continually to be feared that there lurked the seeds of organic disease, no one could rise from his bed with pleasure in the morning, or retire to it with safety at night.—Mr. O'CONNELL said that the hon. member for the Tower Hamlets was very cautious in speaking of the joint-stock banks of England only, but why did he not refer to the banks of Scotland? There were numerous failures in the one country where one system of banking was established, but in the other, where another system prevailed, there were none, or at least if there was, there was no ultimate loss. The reason why private banks incurred so much danger in time of panic was, that they were merely banks of deposit, where persons made their hours, which of course they drew out in times of alarm, but nine-tenths of those who deposited their money in joint-stock banks knew that they would injure themselves personally by withdrawing their deposits, and therefore they let them remain.—Mr. RICHARDSON said that not a single failure had taken place among the joint-stock banks during the ten years they had been in existence.—Mr. HANDLEY said that it had been admitted during the panic of 1825, that joint-stock banks would be the panacea; and he begged to ask the House and the country, whether there had occurred from the system any thing like injury, or that there was any thing in their proceedings that at all called for inquiry? After some further discussion, Mr. CLAY, in reply, said, that so far from being hostile to joint-stock banks, he was their decided friend, for he thought they were calculated to be of great benefit to the country. The appointment of the Committee was then agreed to.

FRIDAY.—The Constabulary Force (Ireland) Bill, with amendments, was brought from the Lords.—The Dublin Police Bill was read a third time and passed.—The House went into committee on the English Tithe Bill.

## STEAM ENGINES.

## AVERAGE QUANTITY OF WATER PER MINUTE DRAWN FROM THE MINES IN CORNWALL IN APRIL.

## THE MINING JOURNAL.

**CORNWALL.**—A valuable SHARE IN THE CONSOLIDATED AND UNITED MINES, near Redruth.—By Mr. HOGGART, at the Mart, on Friday, May 27, at Twelve, by direction of the Executors of Miss Anne Thompson, of Redruth.

**A. AN ADVENTURER'S SHARE** in that highly prosperous concern, known as the Consolidated and United Mines, in the parish of Gwennap, near Redruth, which has realised during the last seven years, and is now yielding, an average annual profit of upwards of £250 per share. In the county of Cornwall this concern is too well known, and too highly appreciated, to require any comment or recommendation; but as it is presumed that this is the first share which has been brought to public competition, and as possibly a long time may elapse before another opportunity may occur of purchasing a share, the attention of the public is particularly directed to this circumstance. In comparison with the magnitude of this celebrated concern, the number of original shares is few, being only 100, and those now in the hands of a small number of fortunate adventurers, and very rarely to be obtained.

Particulars at the Mart, and of Mr. HOGGART, 62, Old Broad-street, Royal Exchange.

**BOLIVAR MINING ASSOCIATION.**—**NOTICE IS HEREBY** given, that an **EXTRAORDINARY GENERAL MEETING** of the Proprietors of the Bolivar Mining Association will be held at the Office of the Association, at No. 9, Austin-bars, in the city of London, on Wednesday, the 13th day of May instant, at one o'clock in the afternoon precisely, for the purpose of **ELECTING TWO MANAGING TRUSTEES** of the said Association, in the place of the two Managing Trustees going out according to the amended provisions of the deed of settlement. And notice is hereby also given, that immediately after such meeting an **Extraordinary Meeting** of the Proprietors will be held at the same place, for the purpose of considering an application which has been made to the Managing Trustees on behalf of certain parties lately holding auxiliary shares in the Association, and which shares have been recently forfeited, and sold for the benefit of the Association; and of determining whether any and what measures shall be taken by the Managing Trustees in consequence of such application, and for the relief of the parties in question; and to give all necessary powers and authorities to the Managing Trustees in this behalf.

Dated this 2d day of May, 1836.

ALEXANDER ALLEN,  
Secretary.

## PUBLIC COMPANIES.

COMPANY.	MEETINGS.	CALLS.		DIVIDENDS.	
		Amount.	Payable.	Amount.	Payable.
Bolivar	16th May				
New Granada	16th				
Rock Life Assurance Comp.	16th				
Provincial Bank of Ireland	16th				
East Cornwall Silver	16th				
Cobalt Copper	25th				
North Cornwall	26th				
United Hills	June				
Colombian	1st				
Anglo-Mexican	16th				
United Mexican	6th July				
Perran Consols	27th				
Albion Copper	11th	15th May			
Bolivar	{ 16th	15th July			
Alten	21st	10th May			
Kerrrow	{ 11th	20th			
Hayle Railway	{ 16th	20th July			
East Cornwall Silver	{ 21st	21st May			
Poldrean	{ 21st	22nd June			
Union Gold	10th	4th			
Anglo-Mexican Mint	{ 22d	July			
			{ 6s.	1st June	
			{ 6s.	1st Dec.	

\* We purpose in future giving the place and hour of meeting.

## MEETINGS OF SCIENTIFIC BODIES

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Royal Geographical	21, Regent-street	Monday	9 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
Royal	Ditto	Friday	9 P.M.
Royal Institution	Albemarle-street		10 P.M.

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## NOTICES TO CORRESPONDENTS.

A. B. will find a letter at the post-office, Newcastle-on-Tyne. His letter on the coal-trade will appear next week.

**ALTERATION IN MODE OF PUBLICATION.**—We have received several favours on this subject. The suggestions of our friends shall receive due consideration.

**ALLEN MINES.**—From despatches received from the works, of the 23d March, it appears that every thing was progressing favourably; that Ralph had assumed a more permanent character; that the health of the establishment had considerably improved; and that the manager was anxiously awaiting the arrival of vessels, in order to commence the shipment of ores.

**SALE OF ORES AT REDRUTH.**—We are obliged to defer until next week the table of the sale of ores; the amount, standard and produce, will be found under "Latest Intelligence."

**A SUBSCRIBER,** who writes us on the subject of the Holmboe and other Companies is very much mistaken. He surely did not expect us to insert his letter.

**SALE OF BLACK TIN.**—We are much indebted to our kind correspondent, A. B., for his favour, and hope for a continuance.

**VICTORIA RAILWAY.**—All communications must be treated as advertisements, and as such we shall be happy to insert our Correspondent's letter.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, MAY 14, 1836.

The success which has attended the formation of Joint-stock Banks, and the extent to which speculation has been of late carried, fostered as the schemes have been, more especially, by the capitalists of Liverpool and Manchester, have had the effect of creating companies innumerable, with deposits varying from one shilling to one hundred pounds per share.

Our present number affords a frightful evidence of the Joint-stock mania which exists in the populous towns of Liverpool and Manchester; and as projected schemes for the construction of Railroads are on the wane, it appears that Joint-stock Banks are to take their place, and it therefore behoves us to caution our readers from hastily lending themselves to these projects. Their usefulness is undoubted, and their national importance acknowledged; but there is a strong line to be drawn between those Companies formed with the legitimate object of employing capital, and those formed merely to afford an opportunity for gambling.

Our more immediate object on the present occasion is, to direct the attention of our readers to *Mining pursuits*, which appear, while the Railway mania existed, to have been too much lost sight of. The cheering accounts, however, received this week by the Directors of the Imperial Brazilian Mining Association, will naturally attract notice, and, we doubt not, have the effect of giving an impetus to mining operations, both at home and abroad.

We have not space to dilate on the advantages arising from the working of mines generally, or on the prospects held out to the adventurer, where integrity and perfect confidence form the basis on which the Company is formed, while it is hardly necessary to remark on the vast fortunes realized of late years from the pro-

tection of working mines in Cornwall. Three mines alone, those of the "Consolidated Mines," "Tresavean," and "CarnBrea," are now yielding to the adventurers upwards of 100,000*l.* per annum profit; the outlay on the resumption of operations on the two latter of which was not one-fifth the amount of their present annual profits. The mines of Veta Grande, in Mexico—of Gongo Soco, in Brazil, and of Alihies, in Ireland, afford additional evidence that mineral riches are confined to no one clime, nor to any one particular district. Let then the capitalist direct his attention to a subject which, as we have already observed, is at this moment too much neglected.

In conclusion, we have to express our sincere hope, that while encouragement is given to the working of mines, and the employment of capital in our own country, in developing its mineral resources, the capitalist will not be discouraged by divisions, such as we have of late witnessed with pain, as relates to several of the companies which have been formed within the past two years for working mines in Cornwall.

We do not feel called upon to enter into particulars—we believe there are faults on both sides; but we would say to those gentlemen who at public meetings indulge in vituperative language, that they should consider, while they are gratifying their personal feelings, or pique, they are at the same time injuring the property of those, whose interests they, in assuming the office of Directorship of the several undertakings, are bound to protect and support.

We are not at all surprised to find that our remarks of last week, on the advocacy of the "West Cork Mining Company" by a contemporary, should have given rise to expressions so coarse as those employed by way of rejoinder. We must candidly confess, that if language the most gross, and allusions the most indecent and disgusting, be, in the opinion of the *talented* editor, a refutation, he has fully effected his object. If he expects, however, to bring his paper into notice through the medium of our columns, he is much mistaken. Already have we condescended to notice him, and shall merely observe, that the cause has an able advocate, who has given us indubitable evidence that he is well worthy of the office he has undertaken, and for which we presume he is well paid.

## THE FUNDS.

CITY, FRIDAY EVENING.

Consols have been firmer throughout the week, having touched 92*l.*, the last price however was 92*1/2* for mosey and account. Three-and-a-half per cent. Reduced Annuities are 98*1/2*, and the New Three-and-a-half per Cent 100*l.* Bank Stock is 212, and India 259*l.* India Bonds have been as low as 10*l.*, but are now at 2*l.* p.m.

Business in the Foreign Market has been to-day rather slack, Spanish Bonds have declined; they closed at 45*1/2* g. Passive at 14, and Deferred at 22*1/2*. Portuguese New Bonds are 86*1/2* g. and the Three per Cent 54*1/2*. Colombian Bonds are 32*1/2* g. and Peruvian, 22*1/2*. Danish are 76*1/2*; Russian are 110*l.* and Dutch Fives 102*1/2*.

The share market calls but for little observation. The shares of the Imperial Brazilian Mining Co. have, however, had a considerable advance, from favourable reports received; and mining shares, generally, are looking brighter.

## LATEST INTELLIGENCE.

**LONDON, MAY 13.**—The only alterations in the metal market are, further sales of STRAITS TIN at 110*l.*; and the remaining stock, of about 30 tons, is held for 115*l.* TIN PLATES are on the upward move.—LEAD is again in demand, and considerable purchases have been made in the last three days.—SPELTER also has again advanced, and at the quotation the market is again quiet, but firm. Indeed, sellers demand 5*s.* higher, but buyers have not appeared beyond 19*s.* 10*d.*, although the accounts to-day from Hamburg are somewhat higher.

**BIRMINGHAM METAL MARKET.**—COPPER. Tine 100*l.*; cake 102*l.*; best selected 104*l.* per ton.—SPELTER. This metal is quoted at from 24*l.* to 25*l.* per ton; 19*l.* 15*s.* cash has, we hear, been offered in bond.—TIN. Common block 115*l.*; bars 117*l;bar; 118*l.*; refined,115*l.*; grain 12*l.*—LEAD. Lead has*

is somewhat given way in price.

**LIVERPOOL COTTON MARKET, WEDNESDAY.**—There has been a little inquiry for cotton to-day, but no improvement in prices. Theb sales are 2,000 bales; nearly all American, 10*l.* each, chiefly from 9*l.* to 11*l.*

**REDRUTH, MAY 12.**—The average standard of this is 113*l.* The average price 7*l.* 18*s.* 6*d.* The quantity of ore raised 3,882 tons.b

**THEF** b1

**THEF**—Theb sales, and the quantity of fine copper 334 tons 8 ewts.—Total amount of sale 30,551*l.* 7*s.* 6*d.*

**DREADFUL ACCIDENT.**—On theb 27th of April, at Wheal Julia copper mine, near Hayle,b1

mine, near Hayle, the miners were preparing to drop a lift of iron pumps of seven or eight tons, which were suspended by a tackle for lowering into the engine-shaft, the fall being attached to a capstan,b1

the part of which giving way, and there being fifteen men at the time within the range of the capstan bars, which were revolving with fearful velocity, the men were instantly struck down, three of whom were killed,b1

four or five dangerously wounded, and the whole of them more or less injured.

**EXTRAVAGANCE OF DEPUTATIONS ON RAILWAY BILLS.**—The deputation in London to superintend the proceedings of a certain railway bill now in progress through Parliament, not content with a splendid suite of apartments taken for three months in Parliament-street, daily banquet at the Piazza Hotel, Covent Garden, at a guinea and a half per head, and have taken a box at the Opera for theb1

the season! There nightly may be seen, amidst the aristocratic circle of the "Subscribers to the Opera," the Devonshires, the Jerseys, the Fitzlarenes, and the Howards, the shopkeeping physiognomy of a busy trading town in the west of England. The expenses of their wives and daughters, who accompany them, their bill at Howell and James's, Madame Cason's, &c. must, of course, be charged to that convenient item, "Parliamentary expenses in London." The deputations from this town on the "Birmingham and Gloucester," "Birmingham and London," and "Birmingham and Derby Railway" bills were, we understand, quite laughed at by the other deputations "up" for their economical mode of living. They have all, however, returned with Acts of Parliament in their trunks, whilst none of the others have any thing as yet but bills.—*Birmingham Advertiser*.

**COAL MONOPOLY.**—A meeting of the inhabitants of the parishes of St. Andrew, Holborn, and St. George the Martyr, was held on Thursday afternoon, at the workhouse, in Gray's Inn-lane, the object of which was to agree to petitions to both Houses of Parliament in favour of the South Durham and South-west Durham Railway, the establishment of which, it was alleged, would lead to a supply of the metropolis with coal at a very reduced rate. The chair was taken by Mr. Ramsden, who addressed some brief observations to the meeting in reference to the importance of procuring this article of fuel at as cheap a rate as possible, which, he said, could only be done by destroying monopoly. Mr. Ramsden remarked upon the importance of the proposed railways, as a medium of communication with the new harbour of Hartlepool, and upon the mineral riches of that district of the county of Durham. Several gentlemen then censured the proceedings of the coal-owners of the north, who, it was alleged, had prevented coal from being sold at a cheap rate, and various statements were entered into with the view of showing the oppressive regulations adopted by the coal owners in order to enhance the price of coal in the London market. Instances were also adduced, amongst other places that of Leicester, in order to show that the reduction of the price of coal, increased manufacture, and gave a spur to industry. Resolutions were then passed deprecating monopolies of all kinds, and recommending the two railways in question as the means of procuring cheap and superior coal, and doing away with the monopoly of the great coal owners of the north. Petitions to parliament in favour of these two railways, founded upon the resolutions, were then agreed to; and, after a vote of thanks to the chairman, the meeting separated. A public meeting, we understand, is to be held at the British coffee-house, on Monday next, at twelve o'clock, to take into consideration the same subject.

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**COAL MONOPOLY.**—A meeting of the inhabitants of the parishes of St. Andrew, Holborn, and

# AND COMMERCIAL GAZETTE.

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## PROCEEDINGS OF SCIENTIFIC MEETINGS.

### GEOLICAL SOCIETY.

May 11.—Mr. LYELL, President, in the chair.

A paper by Mr. Murchison was read, on the Dudley and Wolverhampton Coal-field, and on the formations connected with it; followed by a description of the Lickey quartz rock.

This is one of a series of papers, in which the author has described the border counties of England and Wales, and the southern part of the principality.

The great coal-field of Dudley and Wolverhampton, the most productive in the central part of England, is geologically distinguished by the total absence of the mountain limestone and the old red sandstone, which form the fundamental rocks of so many of the coal tracts of Great Britain. In a previous memoir, the author showed that the visible portion of this field is surrounded by the lower divisions of the new red sandstone series, which probably overlap and conceal, to the eastward of the exposed strata, numerous rich beds of coal.

The formations which constitute the sub-strata of the district, are known only by their irregular protrusion through the coal measures near Sedgeley and Dudley, and through the new red sandstone at Wallsall, or by having been reached in some of the deepest pits. These rocks belong to the system to which Mr. Murchison has given the name of Silurian, and compose the greater part of the border counties, with Carmarthenshire and Pem- brokeshire.

The structure of the coal-field is first described, and shown to consist of two series of strata, the upper part characterized by the presence of the "ten yards, or Dudley coal," the lower by numerous layers of argillaceous carbonate of iron, and called by the colliers "the iron-stone measures," and from which is obtained the celebrated Stourbridge fire-clay. The former occurs in the centre of the coal-field around Dudley, Bilston, Wednesbury, Netherton, &c.; and the latter at its southern and northern extremities, including the country immediately to the east of Wolverhampton.

The fossils hitherto discovered in the principal workings are land-plants and fresh-water shells, but in the lower, or iron-stone measures, have been found the remains of fishes. *Megalictus Hibberti*, *M. sauroides*, *Dipodus gibbus*, &c.; thus establishing an identity with the fossils of Burdie House, near Edinburgh. In the coal field of North Staffordshire the same fishes have been also obtained by Sir Philip Egerton, and in that of Coalbrook Dale by Mr. Prestwich; but in the Dudley field no alternations of marine with fresh-water testacea have been observed, and, therefore, Mr. Murchison infers, that the coal measures of the district under review were accumulated exclusively in fresh water.

The strata belonging to the Silurian system present dome-shaped or irregular masses, and from the position which they occupy, it would be impossible to determine their relative antiquity, had not the author previously studied similar deposits in districts where the order of superposition is well displayed; and if the organic remains had not afforded abundant facilities for comparison and identification.

The strata belong to the two upper divisions of the Silurian system, the Ludlow rocks and the Wenlock limestone. The former consisting of limestone, overlaid by thin bedded sandstones, are displayed at three points, Sedgeley, Turner's Hill, and the Hayes; and the Wenlock limestone occurs near Dudley's forming the Wren's-nest, the Castle-hill, and the Hurst-hill; and on the eastern side of the coal-field it constitutes the district on which stands the town of Wallsall. It has been also found beneath the coal measures. This deposit has been hitherto called the Dudley limestone, and has been long distinguished by the number and beauty of its organic remains, but the author has changed the name to Wenlock limestone, as, from the position which it occupies near Dudley, its place in the geological series cannot be determined without reference to other districts, while in the neighbourhood of Wenlock its true position is fully displayed.

The quartz rock of the Lower Lickey Hills is next described, and proved to be the oldest formation of the district belonging to that division of the Silurian system, to which the author has applied the name of Caradoc sandstone. The hills form a narrow ridge, about three miles long, but not exceeding 500 feet in height. The quartz rock of which they are composed, the author conceives to be an altered sand-stone, which has been acted upon by trap, having observed that the equivalent sandstone in the Wrekin, Caer, Caradoc, &c., assumes the same hard quartzite character whenever it is in the vicinity of trap-rocks.

A minute description is afterwards given of the trap-rocks, both with respect to their mineral composition, and the effects which they have produced on the physical features of the district. To their agency the author ascribes the protrusion of the Silurian rocks, the great lines of fissure which traverse the country, the faults which affect the coal measures, and the elevation of the coal-field itself through the covering of new red sandstone, which once extended over the area now occupied by it; and in conclusion, he adverts to the arguments which he had advanced on former occasions, respecting the probable existence of great deposits of coal beneath the new red sandstone, in parts which have not been exposed by volcanic agency, or hitherto examined; and he expresses great satisfaction in Mr. Prestwich having advocated similar opinions in the paper lately read before the society on the coal-field of Coalbrook Dale.

## PROCEEDINGS OF PUBLIC COMPANIES.

### IMPERIAL BRAZILIAN MINING COMPANY.

A general meeting of the proprietors of this company was held at the London Tavern on Thursday last, pursuant to advertisement,

JOSHUA WALKER, Esq., in the chair.

The advertisement having been read, and the former minutes confirmed, the chairman proceeded to read the report of the directors. It entered into a full detail of the affairs of the company, and referred to several letters from Mr. Hocheder and Mr. Hoskins, all of which represented an unfavourable state of the mines, and a deficiency of produce; and from the statement of the accounts, it appeared that there was a diminution in the receipts to the amount of 3000*l.* since the last meeting.

The chairman then proposed that the report and accounts be received and printed; when

A proprietor asked, "whether, in consequence of the deteriorated state of the mines, any measures had been taken here to reduce the expenditure?"

The chairman, in reply, stated, that from a feeling of sympathy with their fellow proprietors, the directors had that very day determined to announce to the meeting their intention to relinquish the present half-year's salary, but as they had by that day's packet received very favourable intelligence from the mines, which he would read by way of postscript, it was not thought necessary to make the announcement. He would, therefore, read the gratifying communication, which would, no doubt, give universal satisfaction, and justify the most sanguine expectations of the proprietors as to the ultimate success of the undertaking.

A resolution that the report and accounts be received and printed, having been carried unanimously, the chairman read the postscript, the whole of which will be found in our mining correspondence, and which was received with enthusiasm.

We have not room for the gloomy representations contained in the report, but we cannot refrain from giving a statement of the workings, from which it will appear that during four days upwards of 241 lbs. of gold was the result of the workings, forming a strong contrast to those which it has been our duty to report of late; while, judging from the reports of earlier days, we have no reason to apprehend otherwise than that the success now attendant, the undertaking may be of a permanent nature.

Workings from the 26th January to the 22nd February, 1836.—

To February 6—9 days	6 11 19 16
17—9 days	32 7 7 0
18.	116 7 0 0
19.	182 5 4 12
20.	17 2 3 12
22.	4 10 6 12
— 21 days	241 0 14 12

Ibs. 311 11 10 8  
Four o'Clock, Feb. 23.

I have great pleasure in stating that I have just left the washing-house, and there is every likelihood of 30 lbs. to-day, or little short of it, and we hope for something handsome to-morrow.

R. HICKSON.

A vote of thanks to the chairman and directors was carried by acclamation, and the meeting adjourned.

## COLOMBIAN MINING ASSOCIATION.

A special general meeting of the proprietors of this association was held at the office of the association, on Thursday, the 12th inst.,

J. D. POWLES, Esq., in the chair.

The advertisement having been read, the chairman stated, that they had met that day for the purpose of confirming the resolution passed at the last meeting, and which were unanimously confirmed.

The returns for January, it was stated, were expected to amount to 62 lbs.

The next meeting will take place on the third Thursday in June next, when a dividend will be declared.

[For remainder of Reports of Public Companies, see page 173.]

## MINING CORRESPONDENCE.

### ENGLISH MINES.

#### HAYLE CONSOLS MINING COMPANY.

May 9.—Since my last we have been employed in clearing a shaft at Trevidgia mine, and erecting a whin on a ledge to which we have held at our ten fathom level, and which appears to be a promising lode containing tin. We expect to get the whin at work in a few days, when we shall be enabled, by clearing the rubbish, to lay more of this lode open, and to form a more exact judgment of its value, and also to commence clearing towards Wood's lode.

Lyon's lode at the ten fathom level west, and the other parts of the mine, are nearly as when I wrote you last. We expect Elevation's engine-shaft, at Busworgie mine, will be sunk to a twenty-six fathom level by the end of this month, when we shall commence driving east and west on the course of the lode, and hope to find it productive. We are preparing to sink Blunt's shaft below the fifteen fathom level on the course of the lode, and in apparent tin ground in the other parts of the mine. We have nothing new to mention.

#### KERROW MINING COMPANY.

May 9.—We are glad to say that the heavier or principal parts of our engine are cast, and that we intend having them on the mine in the course of next week. In reference to the stamps our progress has been impeded, in consequence of meeting with hard ground in the Lobby and Wheal Pit; however, we think we shall complete it in the week after next.

RICHARD RODDA.

#### REDRUTH UNITED MINING COMPANY.

May 9.—The lode in the engine-shaft is just as was stated in my last, which we are sinking one foot and a half per week, producing about 30*l.* worth of copper ores per fathom. There is an alteration in the thirty-two fathom level west of Cook's shaft; the lode at present is more promising for tin than copper, producing good stones of tin ores. The lode in the thirty-two fathom level east of the engine-shaft is about three feet wide, producing tin ores. The lode in the whin, bottom of the twelve fathoms east of Goding's, is about two feet wide, not rich. The lode in the pitch, bottom of the 30 fathom level west of Cook's shaft, has failed much. Every other part of the mine is just as last reported.

At Clijah we have made a beginning to drive the thirty fathom level north towards the tin lode. The lode in the twenty fathom level west of the shaft is small and poor at present. At Buckett's we have cleared and opened Buller's shaft about six fathoms and a half under the twelve fathom level. Ashton's shaft is down about twelve fathoms under the adit level. The lode in the adit level west of the aforesaid shaft will produce about half a ton of copper ores per fathom.

RALPH GOLDSWORTHY.

#### REDMOOR CONSOLS MINING COMPANY.

May 9.—Owing to our summoners having been employed in altering the pit-work at Johnson's shaft, there has not been much done in driving the levels during the past week, except on the lode at the adit level east of the cross-course, which continues very promising, as last noticed.

WILLIAM PETHERICK.

#### TAMAR SILVER LEAD MINING COMPANY.

May 9.—The sinking lift is dropped to the sixty-five fathom level; we are preparing the railroad at the forty-five fathom level, against the steam-whin goes to work, which will be in a few days. Our other preparations are proceeding satisfactorily.

THOMAS PETHERICK.

#### EAST CORNWALL SILVER MINING COMPANY.

May 9.—Having nearly completed cutting the ground in the engine-shaft for the plunger-lift at the thirty-five fathom level, we shall proceed to fix the lift forthwith, on receipt of the necessary materials, which are hourly expected. We are proceeding with the clearing of the levels, and hope soon to be in a situation to open new ground on the lodes extensively. We have forwarded to London samples of silver and other ores broken from various parts of the mine, the result of which, we hope, will be found, on assay, to be very satisfactory.

THOMAS PETHERICK.

#### ALBION MINING COMPANY.

May 10.—In consequence of altering our pit-work from the forty-seven to the sixty fathom levels, at Wheal Liberty, there has been but little done in the sixty fathom level during the past week. I am glad to state, since our last, the lode in the forty east, on the caunter, has improved at present—it would produce two tons per fathom. The lode in the forty-seven east, on the caunter, is three feet wide, producing half a ton per fathom. The lode in the forty-seven east from cross-cut, on the north lode, is about fifteen inches wide, producing two-thirds of a ton per fathom, and has a favourable appearance. Our tributaries, on the whole, appear to be doing well. Wheal Mithian engine-shaft is sunk under the fifty-four fathom level; two fathom lode is still exceedingly large, yielding a large portion of mudi. The lode in the ten fathom level east from shaft, on the south lode, is in a disordered state. The same level west from shaft lode is about two feet wide, and has a kindly appearance.

THOMAS PETHERICK.

#### POLBRENN MINING COMPANY.

May 9.—Referring to the underground workings of this mine, I do not see the least alteration since my last, excepting that the lode in the flat-rod engine-shaft (within the last two or three days) is improved: the prospects here are certainly most encouraging, having a continuation of a rich course of tin. The engine is all supplied to the mine, and we expect to receive the remainder of the pit-work this day.

RICHARD ROWE, Jun.

#### SOUTH WHEAL LEISURE MINING COMPANY.

May 7.—This day we again set the engine-shaft to sink below adit, and, with the assistance of the water-whin, we have not the least doubt but what we shall be enabled to complete the sinking of said shaft down to the first level (fifteen fathoms), which will be of considerable advantage to the engine when prepared to work, and in the course of a short time we intend to commence putting the engine together. The masons are getting on rapidly with the building of the stack, &c. The smiths' and carpentry work are also in a forward state.

RICHARD ROWE, Jun.

#### BOCIE ROCK MINING COMPANY.

May 9.—There has no change taken place in any of the levels or pitches during the past week; they continue equally productive to former reports, and can be wrought with expedition. The south lode, at the back of the six fathom level, during the last two months, produced eight hundred lbs. per one hundred sacks; this will be considered pretty good work, and there is no sign of any less favourable change. The quantity of the calculated to sample on Friday next is sixteen tons—this is an increase on the former months (without any additional cost), and speaks satisfactorily of our progressive improvement.

SAMUEL RUBINS.

#### BRITISH TIN MINING COMPANY.

Great Wheal Venture, May 9.—The middle lode is from five to six feet big, very hard, but producing good work—much improved since last report. The ground east on the caunter lode is rather sparse; the lode is from nine to twelve inches big, producing good stones of tin. The ground in Rowe's tin is sparse; the lode is from two to three feet—its size just as last reported. The Glom-hill end is much easier—the lode is much the same as last week. We have come into the engine-shaft another part of the lode, about two feet distant from the former, which will impede our progress. The lode is a little more productive of tin.

JOHN BRAY.

#### NORTH CORNWALL MINING COMPANY.

May 9.—During this week we have had a good lode in the bottom of the seventeen fathom level east. We have commenced driving south from Wheal Thomas engine-shaft to the twenty-six fathom level, to cut the lode at this place. I consider, from the underlay, that we have about three fathoms to drive. We have fixed a lift to take the water from the adit to the surface at Wheal Hope engine-shaft, in order that the same may flow over Wheal Hope water-wheel, which will enable us to keep the water in Wheal Thomas engine-shaft without any hindrance whatever. We have not done any thing in the eight and seventeen fathoms west this last week. In the eight fathom level east the ground is harder than we wrote last.

Wheal Hope.—We intend almost immediately to put down a lift under the fifty-eight fathom level, which will draw the mine in a short time to the bottom. We have set a rise from the thirty-eight fathom level, to raise in the lode mentioned to you in our last report. At this place we expect to raise some lead. The general appearance of our levels in this mine is much the same as when we reported on them last. We calculate, according to the lead dressed, and what is to dress, that we have raised as much lead from these mines during the past month as we expected, viz. twenty tons. From the setting report, which will accompany this, you will perceive we have set out work bargains, and six tribute pitches.

JOHN BORLASE.

#### ST. HILARY MINING COMPANY.

Wheal Leeds, May 7.—Annexed you have the particulars of our setting in Wheal Leeds this day. Since my last communication we have cleared into a cross-cut north of the twenty, which was driven when the mine was worked

in former times, and have discovered a copper lode, which we have been in putting men to drive and extend on to the east: the lode we have been driving on in our eastern level at the twenty fathoms is favourable in elevation; but it has been considered best for the moment, in consequence of this discovery, and before we have opened upon it a few fathoms, to arrest that end for a short time, as it is possible that the lode there is only a branch of the main lode, the lode we are now driving on, and that will appear going east. We have thought it advisable, in the cross-cut driving south at the twenty, in order to cut the south lode, to put the men to drive east on a branch we have cut, which may prove to be the south lode, a part of it. The new engine-shaft in Wheal Leeds continues sinking an inch per fathom. The twenty-five fathom level is now within a few fathoms of the main lode, and we have a hard floor of ground in the short present. You will observe that we are paying now 19*l.* per fathom; we do not nine feet at that price, as from the nature of the country, and what have proved before, those floors are of no long continuance. We are driving at the same time south at the thirty, to unwater the whole of the old workings from the twenty to that level, which will be accomplished by the middle of next week.

C. BEATES.

ST. MEG'S AND ST. CLER'S CONSOLIDATED MINES.

May 8.—The operations here are now wearing an appearance of great activity. On Gonzion Down we are raising considerable quantities of tin from the Punch-bowl shaft, and more than 100 tons of good stuff are waiting the erection of stamps. We are driving on this lode, which is from three feet big, at a depth of about seven fathoms, and breaking out for 2*l.* per fathom. The twenty-five fathom level is now within a few fathoms of this lode, and another shaft will be sunk on it immediately, from which we anticipate as favourable returns as at the Punch-bowl. Our western level has been driven about 100 fathoms, and will shortly be home to the lode, when a shaft is sinking. The ground in both these levels is very fine white killas, and set at 12*l.* per fathom, though firm enough stand without timber. Our north level, which will cut the lodes at fifty-six fathoms, has been driven sixty: we are now sinking an air-shaft on the aid of which we shall be able to reach the north lode (John's) by the time the working shaft is down. We have just opened on another lode, about five feet big, from which we are raising work. The stamps will be ready next week, and others will be got to work with all possible expedition. Wheal Bank the old level has been cleared up about eighty fathoms; and the lode copper proves large and kindly, with a fine strong gossan. At T Hatches, after clearing up an old shaft to the depth of seven fathoms, a very fine lode of tin was cut, about one and a half fathoms from the shaft, and now producing a most excellent pile of work. The lode is judged to be 20*l.* per fathom, the expense of raising which is only 2*l.* At Trengullow the old level has been split up into branches; by driving three or four fathoms I expect they will come together again, if it is the lode. I have been told never before that it has been split up into branches at Old South Hoe, where the branches have been so much as thirteen feet asunder. We have driven in the deep adit ten feet, the ground at present is looking more favourable than

URIAH HOW.

NEW SOUTH HOOF MINING COMPANY.

May 6, 1836

## TARN GREY MINING COMPANY.

May.—The ground in Minear adit end is more favourable than it has been for some time past; we are now despatching Pitt's lode west from the cross-cut, and hope, by next report, to communicate to you its quality. At present we have taken our men from the deep adit, and have put them back to sink on Gun's lode, in which we have an excellent branch of tin; the branch is small, but very good; this tin we shall return as soon as possible. At our engine-shaft in the twenty-two fathoms level we have drained the whole of the water from the level above; in consequence of which we shall be able (without any particular impediment) to sink from the twelfths to the twenty-two fathom level, and when this is done we shall ascertain what tin-ground we have from one level to the other.

RICHARD RODDA.

## OLD MOOR MINING COMPANY.

May 9.—The walls of the smith's shop, counting-house yard, and carpenters' shop, are nearly complete, and we shall lose no time in putting on the roofs as quick as possible. Our engine-shaft (in which we have nine men) is now down about five fathoms and a half, and we hope, by prompt attention and a little improvement on the plans of our predecessors, to sink and secure our shaft to the lowest level. Saunders' lode is still presenting a very favourable appearance; it contains some good stones of tin, and I have no doubt that we shall have a great deal of tin before we get twenty fathoms deep. The size of the lode we have not yet ascertained.

RICHARD RODDA.

## TRELEIGH CONSOLS MINING COMPANY.

May 7.—We have extended the adit on the north lode five fathoms, and have set it again to four men at 55s. per fathom; the lode is larger than it has been for some time, and the quality just the same; there appears to be a cross-slide in the end, which I expect will alter its appearance. The stopes in the back of this level are looking better than they were last survey day. The men have stopped nine fathoms four feet four inches, and taken it again at 45s. per fathom. We have as much ore broke as named in my last.

W. SINCOCK.

## BRITISH COPPER MINING COMPANY.

*Great Wheal Charlotte, May 11, 1836.*—Although the special reporters may have said that we shall not be able to increase the returns until we have opened a considerable distance on the sixty-two fathom level, I am sure we shall the moment we cut the lode at that level, unless there should be a falling off in other parts of the mine, which, from present appearances, the contrary is what we fairly expect. I do not see where we can suspend a single tut-work bargain without injury to the mine, if we do tributary will suspend itself, for tut-work to tributary is what fuel is to fire. It is our intention to attach the crushing machine (which is now worked by water) to the steam when it is erected, the doing of which will save 4l. to 6l. per fathom. The north lode at Williams' adit level is two feet big, yielding good stones of ore at this shaft; on the north lode and branches we raised fifty tons of ore in the last two months. In the 22 fathom west the lode is improved in appearance and quality; during the last week we have raised ore of excellent quality from this level, and if the ore continue we shall soon be able to set tributaries to work to profit. The lode in forty-two fathom level end east continues kindly, and is from six to seven feet wide, yielding good work. The lode in the 52 fathom end west is from eight to nine feet wide, yielding good stones of ore, but the lode taken altogether is not rich; the lode in the back two fathoms behind the end is eight feet wide, yielding from five to six tons of ore per fathom. The lode on the 52 east continues to improve, it is six feet wide, and softer than it has been before in this level, and as the end is just on the margin of the declivity of the hill on the east side of the mine, it is probable that the lode and strata will yet be softer. The appearance of the lode in the different pitches are much the same as for several months past.

J. STEVENS.

## UNITED HILLS MINING COMPANY.

May 9.—Back of adit level, east of Diagonal shaft and the end lode, is two and a half feet wide, a foot and a half of which is very good for ore; the lode in the back is larger. Adit end to drive west of Diagonal shaft lode is six feet wide, ore throughout, but coarse in quality. Ten fathom level east of James' shaft, lode four feet wide, with good ore throughout; solid produce four tons per fathom. Ten fathoms level east Diagonal shaft lode, three feet wide, kindly, with stones of ore. Ten fathoms level west, and back over 12 feet four feet wide, two feet of which very good ore, then do not exceed ten fathoms to communicate to the said level east of James'. Twenty fathoms level east of Diagonal shaft lode four and a half feet wide, coarse in quality, though rather improved of late. Twenty fathoms level west of Diagonal shaft and back lode four feet wide, two and a half of which very good ore, and the back also good for ore. Back of twenty fathoms level west, this level is not more than two fathoms north of the south lode, which was also very productive; opposite this place we are now cross-cutting from one to the other. Twenty fathoms level east of Diagonal shaft lode four feet wide, two and a half of which is ore, off-air quality, and the end is improving. Thirty-six fathoms level, west of Diagonal shaft lode, five feet wide, with good stones of ore, and just under the winze in twenty fathoms level. Thirty-six fathoms level east of Turton's shaft, lode three and a half feet wide, promising with stones of ore, and very much improved of late. Thirty-seven cross-cut east of Turton's shaft, it is now necessary to get a winze down to the thirty-six; and aspecting we are not on the same part as thirty-six, we purpose cross-cutting, to ascertain the fact before sinking the winze. A winze to sink to the eleven fathoms level east of Counting House shaft; as it is also necessary to drive the eleven fathoms level east in the old mine, we purpose first hoisting a winze from the adit, which was partly done some years since. A new shaft to sink from surface east of Diagonal shaft, the adit end being extended some distance east of the Diagonal shaft, we consider it proper to get another shaft down, about fifty or sixty fathoms east, on the course of the lode, in order to prove the ground, and ventilate the levels below. We have suspended the new perpendicular for a short time, till a proper situation can be decided on, which we hope soon to determine.

## FOREIGN MINES.

## IMPERIAL BRAZILIAN MINING COMPANY.

*Gongo Soco, Feb. 23.*—We had last the honour to address you on the 18th Inst., of which the foregoing is a copy, and we still remain deprived of any intelligence from England. As you will be anxious to know the result of our late successful proceedings, we take advantage of the extraordinary post to Rio to inform you that the pleasing expectation held out in our despatch of the 18th Inst., as to the mine produce, was fully realized; that the following day (the 19th) having yielded 219 lbs. weight of gold, being a larger quantity than was ever before produced in the two succeeding days from the Gongo Soco mine. We called upon the captains to furnish us with a report from themselves as to their operations, &c. at the mine, for your information and satisfaction, and we requested them to furnish answers (also for your information) to a few queries which were proposed to them; the second with a view of showing the fact as to when the side level was driven, that you might receive an open and general statement from all your captains.

*Gongo Soco, Feb. 8.*—Since we had the honour to address you to the 29th ult., of which the foregoing is a duplicate, we regret to say that we remain deprived of any intelligence from England.

JOHN MORGAN, RICHARD HICKSON.

*Gongo Soco, Feb. 18.*—The foregoing is a copy of the letter we had the honour to address you under date of the 8th Inst., and it is with regret that we have to state that we remain deprived of your further commands. Should to-morrow's post not bring us some intelligence, we shall really begin to entertain some apprehensions for the safety of the December packet.

We rejoice that we have at length the good fortune to congratulate you (which we do most sincerely) on the unexpected change in the mine produce, and we now give you the information we have been enabled to obtain on the subject.

The day before yesterday (the 16th instant), Captain Bray placed one of the backmen to make a small cross-cut for the convenience of clearing stuff from the old workings, about four fathoms east of Gilson's cross-cut in the horizon of the thirty-four fathom level, who had driven about four feet, when Captain Collings visited him yesterday morning, who had the good fortune to discover a very rich branch of gold in a branch supposed to belong to the south lode, but as we expect that this information will be fully given in the mine-captain's report, we beg to refer you thereto. Captain Collings immediately commenced working himself, and never left the spot until four o'clock p.m., when relieved by Captain Bray, they sent up no less than eighteen boxes of rich stuff between the time the discovery was made and about half-past seven last night, when the latter captain left off; but from the lateness of the hour it was found impossible to wash more than between 23 and 24 lbs., leaving a very large quantity for this morning, of which we have already seen 23 lbs. washed and dried; about the same quantity is now ready to be dried, and every exertion is being made to have as much as possible washed up to-day before dark: the boxes are still coming up fast, and the stuff continues apparently as productive as the first. Half-past three o'clock: Mr. Hickson has this moment returned from the mine washing house; there is upwards of seventy lbs. certainly up to this moment already washed, and although he feels cautious in ascertaining it, he will say that if it is possible to have it washed up before dark he thinks there will be 100 lbs. or little short of it; and we have the great satisfaction to add, that the vein retains a very favourable appearance.

JOHN MORGAN, R. HICKSON.

*Rio Janeiro, Feb. 25.*—I avail myself of the opportunity of the first vessel that leaves this port for England after my arrival, to report to you my having safely reached my destination thus far with the party under my charge, after a long but pleasant passage of seventy-four days, on the 18th instant. I have been fortunate enough to find a trooper to take charge of the men's luggage and of my own, which will be despatched to-morrow. The miners will follow the next day, and I shall not allow myself to be de-

tained here one moment later than it is absolutely necessary to carry into effect those objects to which I am by your instructions directed to "attend during my passage through Rio de Janeiro. Mr. Simons' letter of the 17th December fortunately reached me on the 21st instant, and enabled me to present myself to Mr. Ouseley (his Majesty's chargé d'affaires) with Lord Palmerston's letter, and I shall thus be introduced by his Majesty's representative to the Regent and to the ministers of this empire. Mr. Ouseley has appointed to-morrow for that purpose. I beg to forward here with the despatches from Gongo Soco, which I found on my arrival here at Messrs. Naylor's, and which agreeably to your instructions I have opened and perused. I regret to observe from these despatches that the mine is at this moment very poor. I shall address you again by the Nightingale packet, appointed to sail on the 4th proximo, and until that remain, &c.

G. V. DUVAL.

*Rio de Janeiro, Feb. 25.*—We wait upon you with a copy of our respects of 13th inst. per Urania, with bill of lading for the gold dust shipped by that conveyance, with another note of expenses on the same. By the Nightingale packet, and the Onyx, from Liverpool, we have received your communications of the 3d and 14th December, the latter a copy — the Meanwell being still out: we have also received your secretary's letter of December 17, and shall answer the whole on the return of the Nightingale. Mr. Duval informs us that he is writing to you by the Medusa, and he will doubtless forward the communications from the committee of management, all which are in his possession.

NAYLOR, BROTHERS AND CO.

*Rio de Janeiro, March 7.*—We wait upon you with a copy of what we had the honour of writing to you by the Medusa, on the 25th ult. The Meanwell, from London, and the Spider packet, have since arrived, and to avoid any confusion, we shall defer a detailed reply to your despatches until the return of the packet now in port, when Mr. Duval will be on his journey to Minas Geraes.

NAYLOR, BROTHERS AND CO.

*Rio de Janeiro, March 6.*—By this opportunity I forward a duplicate of my letter of the 26th ult. I beg to congratulate the Board and the shareholders upon the favourable accounts contained in the letters from the committee, and I sincerely hope that a new career of successful mining operations has commenced at Gongo. It will, I am sure, be the wish of every part of the establishment to contribute thereto in their respective stations to the utmost of their power. The miners started for Gongo under the charge of John Hardeastle, on the 27th of February; some delay was experienced in procuring horses for their journey, which are rather scarce here at present; and this circumstance, combined with the business I had to attend to, has also contributed to keep me here much longer than I wished to remain, particularly at this season, which has been hotter this year than for a very considerable number of years past; we have, however, managed to keep all the party in tolerably good health. I have also waited upon the Emperor (to whom I was presented), and upon the Regent, and the ministers of state, as well as upon every influential person connected with public affairs, to whom I could gain access. After waiting for several days for an appointment through the Foreign Office, to be presented to the Regent by the British minister, I have, with Mr. Ouseley's advice, called upon the Regent alone, and, after many attempts, have at last succeeded in seeing him this very day. It was at his public audience, and our interview was therefore short, but I afterwards saw his private secretary, with whom I could and did enter into more details, but these, however, only of a general nature, and tending to explain more clearly than could be done in a public audience who I was, so that I could be known in case of any official application being made by me hereafter, on the part of the association. Having thus, as well as circumstances will allow, attended, during my stay at Rio for that purpose, to the various points to which my attention was directed by your instructions, I shall lose no time in proceeding to Gongo, for which place I start the day after to-morrow, at day-break. I omitted to state that I have re-engaged in the service of the association, for a further period of three years, subject to your approval, the blacksmith, Richard Luke: I did so upon the very favourable testimonials given by the committee of management, and upon the recommendation of Capt. Tregoning, and his statement that blacksmiths are rather short in the service at present.

G. V. DUVAL.

## SPECULATIONS OF 1825 AND THE PRESENT DAY.

The extent to which speculation was carried in the years 1824 and 1825, and the mania which now exists, we are glad to find, excited the attention of the press, which is generally doing its duty in cautioning the public from heedlessly embarking in schemes, projected as many are by parties who have not the slightest idea of carrying them into effect, their object being attained by the premiums to which the shares are carried. It is gratifying also to find that some of the most talented of our representatives in the House of Commons have stepped forward to prevent, if possible, that ruin which must result from many of the speculations of the day; if that a considerable degree of caution be not exercised by those who, expecting to realize a fortune by a lucky hit, and for the chance of so doing, are risking in many instances the hard-earned wealth of past years, are induced to enter into speculations, with the advantages or disadvantages of which they are in perfect ignorance.

The following observations made by Sir Robert Peel, Mr. Poulett Thomson, and the Chancellor of the Exchequer, on Friday last, in the course of the discussion on the Budget, will, we doubt not, have the intended effect on many who might inadvertently enter into schemes, and will be read with interest, as being opinions not hastily formed. In the discussion referred to,

Sir ROBERT PEEL observed that there was, it was true, great cause for congratulation in the present state of the manufacturing interests of the country; he believed that a great part of the present prosperity of the country stood on a stable foundation; he believed, that with peace in foreign countries, and in the hope that the South American provinces would be restored to a state of quiet and tranquillity, such was the elastic spirit of industry in this country, there was every reason to expect a continuance of that prosperity. But at the same time there were circumstances which would lead a prudent man to doubt. It was impossible to see the rapid rise which had taken place in every article of consumption without asking the question to what it was attributable; it was impossible to take up some of the newspapers, the Liverpool papers for instance, and not to see that they teemed with projects for joint-stock companies, exceeding in absurdity even the speculations of the year 1825. He had a few days ago received a Liverpool newspaper containing prospectuses which truly astonished him, one emanating from a town remarkable for the astuteness of its inhabitants, and for their general commercial success. The paper, however, contained projects for the establishment of joint-stock manufactorys of a description which it was clear to any mind could only be conducted with success by individual enterprise. Now, coupling these two facts together, first, the rise in every article of consumption, and secondly, the tendency not to fair speculation, but to mad projects, he must say, without feeling or wishing to incite despondency, that he was a prudent man who used words of caution. It ought not to escape attention that a measure had been passed with a view of relieving country bankers from paying their notes in gold, and permitting them to exchange their paper for the paper of the Bank of England. He had always been afraid that the adoption of that measure would have a tendency to precipitancy, and therefore it was that he had regarded the adoption of the proposal with some anxiety. Now, whether the principle on which joint-stock banks were founded were sound or not, he was not at present prepared to say; but he saw in connexion with the speculations to which he had adverted proposals for a multiplication of those joint-stock banks, and he thought that, without resorting to inquisitorial inquiry, the Legislature had a right to require some general information as to the principles on which they were to be founded—some information whether or not there prevailed a system of granting accommodation to those who were partners in the banks in a manner that was not consistent with ordinary commercial pursuits. The commerce of the country was now proceeding with a flowing tide and a favourable wind; the country had every appearance of prosperity and happiness, but the Legislature ought to bear in mind, that from the commercial history of the country it was clear her commerce was liable to vicissitudes and changes, and therefore it was that he, without any feeling of despondency, but on the contrary believing, the great portion of the nation's prosperity rested on stable foundations, was of opinion that caution was necessary to warn the House and the country that that prosperity might not be permanent. Without advising any plan of inquisitorial inquiry into speculations, either by individuals or others, believing, as he did, that free agency was proper to be preserved, yet he thought that the Legislature ought to have information before it delegated to banks of issue the exercise of powers equal to the Royal prerogative in matters of finance.

Mr. P. THOMSON joined in the recommendation of prudence and caution, put forth, under the high authority of the right hon. baronet the member for Tamworth. He, in common with his right hon. friend, the Chancellor of the Exchequer, considered there was every reason to congratulate the country upon its present state of prosperity, but he must also say that at the present time prudence and caution were above all things necessary, in order that that prosperity should not be succeeded by revulsion. It was impossible not to be struck with the spirit of speculation at present prevailing. He believed that there existed this great difference between the speculations of the present times and those of the year 1825—viz., that the latter were

directed to foreign objects, while the former had relation to undertakings at home. They, therefore, were not likely to be productive of consequences so disastrous as those in 1825. But it was impossible for any man to turn to a newspaper or price-current without being struck with astonishment at the fever of speculation which at present raged. He had had the curiosity—a curiosity consistent with his duty—to direct a registry to be kept of the proposals for joint-stock companies contained in the London and some of the country newspapers, and within the last two or three days he found that the nominal capital proposed to be raised by subscription was 200,000,000l., and the number of companies between 300 and 400. (Hear.) Among them was a proposal for a company to make sugar from beetroot. Another was formed the British Agricultural Loan Company, and he had been supplied by a friend with a note issued by this company, which ran thus:—“I promise to deliver on demand, to the order of \_\_\_\_\_, ten quarters of wheat, weighing six a-bushel, from the county of \_\_\_\_\_ and growth such a year, and warehoused in some particular way, and on which all charges had been paid.” He understood that this note was equal in value to 20l. Then there was the Metropolis Pure Spring Water Company, with a capital of 300,000l.; the Patent Paddle-wheel Steam Towing Company; the Safety Cabriolet Company; the British and American Inter-course Company, with a capital of 2,000,000l.; and the London Whaling Company, with a capital of 600,000l. Some of the joint-stock companies had not, however, such absurd or extravagant objects in view; but it sometimes happened that the purposes for which they had been formed were such as were often effected by individual enterprise. Thus at Liverpool a British and Foreign Trading Company was advertised with the small capital of 250,000l. Now, many hon. gentlemen were aware that individuals not uncommonly embarked that amount of capital in the foreign trade. These speculations had not entirely their source in London, as in 1825. They had extended into other parts of the country; and he could show the right hon. baronet who had alluded to the number of joint-stock companies advertised in a Liverpool paper, a newspaper published in the place he (Mr. Thomson) represented, containing propositions for the establishment of companies for objects not likely to prove beneficial to the country, and the only result of which would be to make the parties engaged in them lose their money. They were got up by speculators, whose object was, first, to raise the price of shares to a premium, and then to sell them, leaving those unfortunate persons who were foolish enough to stake their money in the speculations, to shift for themselves. But in endeavouring to check this extravagant spirit of speculation, great care must be taken not to throw odium or discredit on joint-stock companies. It was impossible to reflect on all that had been achieved through the agency of joint-stock companies without feeling that they had proved highly beneficial to the people of this country; and he regretted to think that even the formation of companies for good and fair objects might possibly be discouraged by the number of foolish schemes at present in agitation. The right hon. gentleman opposite had alluded to the state of joint-stock banks, and he (Mr. Thomson) regretted with that right hon. gentleman the great extent to which they had sprung up in different parts of the country. The observation he had applied to other companies was equally applicable to joint-stock banks. He believed they had been productive of great good, but he was also satisfied that there were some springing up which could only tend to great mischief. He held in his hand the prospectus of a scheme which had originated in Liverpool, for the establishment of a joint-stock bank, to be called the English, Scotch, and Irish Bank, with a capital of 3,000,000l. for England, and of 2,000,000l. each for Scotland and Ireland; and since there could not be an United Kingdom Bank, this prospectus held out the great advantage which the shareholders would enjoy in having banks in England, Scotland, and Ireland, connected with each other. One thing to be greatly deprecated was, the very small value of the shares in some of the undertakings. There was a joint-stock bank advertised, with shares of 10l. each; and another joint-stock company, with shares of 10s. each. Even supposing that these concerns proved solvent, and their management good (which he took to be next to impossible), still he did not think it desirable that joint-stock companies should be established with shares of so low a value. With reference to joint-stock banks which were good concerns, and where an immense amount of capital had been paid up, there had arisen a practice well deserving the attention of the House. The members of Parliament had been in the habit of considering it their duty to look most cautiously after banks of issue; but they thought that the banks of deposit were not likely to lead to mischief, and did not require to be placed under legislative control. In coming to this conclusion, they had relied on the prudence and caution of the parties connected with banks of deposit, on their managing their business on what he considered the only sound principle which the conductors of banks of deposit could adopt—namely, to deal with their own capital and that of the depositors, and not to speculate on the credit they might enjoy. But he believed a new practice had sprung up, and that a great deal was done by those establishments in the way of discounting their own credit. Thus bills which came in to them from their customers, and were taken at a high rate of interest, compared with the rate of London, were sent up to London, and these being indorsed with the name of the particular bank, and passing on account of its credit, a much larger number of them found currency than otherwise could have done so. To that circumstance was to be attributed, in some degree, the state of things which now existed; the high prices and the support given to the spirit of speculation, unaccompanied by any overwhelming increase of issue from the banks in the country or in London. So long as prices continued to rise, and the first givers of the bills were able to meet their engagements, so long no distress would take place; but as soon as prices fell, then would the penalty of the present state of things be paid. (Hear, hear.) He hoped and trusted that by prudence and caution adopted by the parties themselves any great injury to the public might be avoided.

MR. RICE observed, that having thrown out some suggestions—not for alarm, but for caution and prudence—with reference to joint-stock companies, he was much gratified to find that he was supported in his views by the right hon. gentleman, the member for Tamworth.

We submit to our readers a summary of the companies formed in 1824 and 1825, with a list of those projects which have been brought out in Liverpool and Manchester since the commencement of the present year, reserving until our next those which have been formed in London, and which, with the observations we have already quoted, will, we hope, have the desired effect:—

## COMPANIES FORMED IN 1824 AND 1825.

	Capital.	Shares.
74 Mining companies	38,370,000	537,200
29 Gas ditto	12,077,000	200,940
20 Insurance ditto	35,820,000	651,000
28 Investment ditto	52,600,000	686,500
54 Canal railroad, &c.	44,051,000	542,210
67 Steam	8,535,500	125,220
11 Trading	10,450,000	85,000
26 Building	13,781,000	164,900
23 Provision	8,360,000	674,000
49 Miscellaneous—existing	38,824,600	542,500
243 PROJECTED only</td		

# AND COMMERCIAL GAZETTE.

## PROCEEDINGS OF PUBLIC COMPANIES.

### ROYAL COPPER MINES OF COBRE ASSOCIATION.

The first general meeting of this company took place on Tuesday, the 26th ult., at the office of the company.

CHARLES P. GREENFELL, Esq., in the Chair.

The advertisement convening the meeting having been read, and the chairman having made some prefatory observations on the report which was to be presented to the meeting, which appeared to give satisfaction.

The following report was read:—

#### REPORT.

The deed of settlement, by appointing a general meeting in the month of April in this year, has afforded the directors, at this early period of the association, the opportunity of calling the proprietors together, to lay before them a statement of their affairs. In doing so, the directors have the satisfaction to inform the shareholders, that the affairs of the association are in a prosperous train. The produce of 1835 has been 3,439 tons, which, though falling short of their expectations, from the causes explained hereafter, yet exceeds by nearly 800 tons the produce of 1834; thus showing the continued increasing produce of the mines. Owing in a great measure to the excessive rains in the months of September and October last, without parallel even in a tropical climate, which suspended the workings during the time, and for a considerable period afterwards, a deficiency occurred in the monthly produce; but as, by the last reports, the mines were free from water, the workings will be renewed on their former scale, and the directors have no hesitation in stating their perfect conviction that the produce of this year will exceed that of the last. They fully expect that three steam-engines, which they have sent out, will be in full operation within four months from this time, two having arrived out prior to the last dates they have received from the mines; and as they would enable the manager at the mines to renew the workings of the lower levels, which had been suspended, in some measure, by the rains before alluded to, and which filled the mine to the surface, an increased produce, and, of richer ores, may be naturally expected. It is further to be noticed, that the operations have been limited to the mine No. 1 since the formation of the company. From Captain Reynolds's report it will be seen, that they far advanced in preparing to work other points, and chiefly the White Mine. The directors have further to state to the proprietors, that of the 12,000 shares announced to the public, a reservation of 1,000 shares was made by the old proprietors for special purposes. In August last, immediately subsequent to the formation of the company, negotiations were commenced with the proprietors of the Arrieta Mines, a property adjoining the company's mines, but a distinct and separate interest, by the offer to them of the said reserved shares, as the price of the consolidation of the two concerns; and the directors have the gratification of stating to the proprietors, that the adhesion this proposal has been given in by all the proprietors of the Arrieta Pertenencias, and that they now form part of the Royal Consolidated Cobre Mines, at no expense to the general body of proprietors.

Since the Royal Copper Mines of Cobre became the property of the association, the following ships have arrived with cargoes of ore:—

The Favourite, 241 tons 14 cwt.; Fieldfare, 177 tons 10 cwt.; Evander, 191 tons 4 cwt.; Cobrero, 72 tons 14 cwt.; Star, 232 tons 8 cwt.; Rosehill, 207 tons 14 cwt.; John Hardy, 227 tons 6 cwt.; Tom Cringle, 270 tons; Fieldfare, No. 2, 190 tons; Psyche, 272 tons 2 cwt.; Cubana, 265 tons; Evander, No. 2, 175 tons; Cobrero, No. 2, 225 tons 2 cwt.; Star No. 2, 230 tons; Rosehill, No. 2, 191 tons 1 cwt.; Tom Cringle, No. 2, 207 tons 13 cwt.—Total 3439 tons.

And the following vessels have been dispatched for cargoes, and are at this time on their outward or homeward passages:—

The John Hardy, 227 tons; Cubana, 265 tons; Evander, 191 tons; Charles Clarke, 230 tons; Cobrero, 225 tons; Star, 230 tons; Henry and Sarah, 150 tons; Rosehill 207 tons.

The directors also beg to submit to the proprietors the accompanying letters, recently received from the resident director, John Hardy, jun., Esq., and from Captain Reynolds, the mining agent. In conclusion, the directors confidently expect to be able to make a further dividend in the month of August next, being the earliest period, when, according to the deed of settlement, they are empowered so to do.

CHARLES P. GREENFELL, Chairman.

The following letters were then read to the meeting:—

*Cobre Mines, February 25th, 1836.*—I have the satisfaction of informing you that I resumed the management of the Cobre mines on the 6th instant. On reaching this favoured spot, I immediately proceeded to inspect the various workings, and I am happy to bear witness to the system of scientific combination, created by the talent and industry of Captain Reynolds. With respect to the present state and future prospects of the mines, generally, I beg to refer you to inclosure No. 1, and to vouch for its accuracy. Captain Ruxton is charged with the plan of the principal section of the property; and I shall lose no time in obtaining and forwarding similar sketches of the remaining sections.

From the weight and unwieldy nature of several portions of the engine sent from the Neath Abbey Works, and the necessity of constructing carts, different from those used in this country, for their transport hither, a considerable time will, I fear, elapse before it can be brought into operation; every exertion shall, meanwhile, be made; and no extraordinary expense should be spared, in order to secure its erection in time to stem the autumnal rains, as well as to stamp on the mine its character of unexampled richness. It appears that none of the assistant engineers have engaged to remain in the country, after the accomplishment of the simple duty of erecting the engine. I certainly understood, when at the Neath Abbey Works, that Mr. Tregelles took upon himself the obligation of furnishing two practised hands for the purpose of superintending this division of labour; should this impression prove incorrect, Captain Reynolds recommends that one or two engine-men should at once be sent from England; that they should be of temperate habits and approved character; and he urges that the preference should be given to men that may have established their good reputation in the service of some Cornish mine. An engine-man is to be procured at £1. per month, to be maintained, at the expense of the company.

I am sorry at having to add, that there seems to exist a strong prejudice against the small patent engine, shipped by the John Hardy, on account of the leather pulleys, which, it is alleged, are apt to be worn away by friction, to the imminent danger of those below. I have, however, insisted on its immediate erection, and on its having a fair trial.

You will find, in a separate letter from Captain Reynolds, the most ample information respecting the mines, denounced in the names of Messrs. Hardy and Passenger, with the understanding at the time, that they were to form part of the general undertaking, and that they were to be worked by the capital, and for the benefit, of the association.

My attention, since my return, has been principally devoted to the means of reducing the extraordinary expenditure of the establishment in every branch. I am persuaded that the general maintenance of the white operatives has been conducted on a far more extravagant scale than could have been contemplated at the periods of their respective engagements; and that, added to a singular and newly-acquired chanciness, as to the quality of the provisions with which they are supplied; the reckless conduct of the domestics appointed for attendance upon them, and want of system in the housekeeper's department; and the obligation that has been assumed by the establishment of washing their mass of clothing, have been productive of great expense and no less irregularity. I have commenced by suppressing the washing department, which will insure to the company a saving of £6000. per annum. I have taken measures, by the appointment of Mr. Cooke as receiver of stores under my immediate control, for a more judicious distribution of the daily supplies; and I have not only ordered off the grounds of the mine all animals, not the property of the company, but have made such contracts for the future supply of bread, beef, forage, &c., as will insure a material saving. I have not omitted, at the same time, to endeavour to impress on the minds of all, that no enterprise, whatever may be its character, however ample its returns, or brilliant its prospects, is bound to bear any thing like profligate expenditure, or to meet extravagant expectations. These measures may render me unpopular, and the subject of complaints to England; but I trust I shall be supported by you in these and every other salutary measure of reform I may consider myself called upon, in honour, to introduce for the benefit of the association.

Dr. Forbes, whose good qualities and merit I had frequent opportunities of appreciating on my passage out, has assumed his duties of medical attendant, and appears to have already acquired the confidence of all.

In virtue of the verbal power I received from you on taking leave, I have arranged with Captain Reynolds, whose period of service would expire next February, to remain on the establishment four entire years, to be compensated from the 1st of January last, at a salary of £300. per annum. He, Warren Tressell, and Richard Webb, are anxious to be joined by their wives and children; and I should earnestly recommend the defrayment of their expenses out in the Tom Cringle, as by these means not only will their services be secured for an unlimited period by the ties of gratitude, but also by the heavy expense, always attendant upon any disposition to migrate.

Under a separate cover, you will observe that Mr. Clarke persisted in his determination of relinquishing the management of the affairs of the Cobre mines in St. Jago. Connected with this gentleman by long habits of intimacy, and fully appreciating the eminent services he has rendered the former, and present proprietors, particularly during my protracted absence in Europe, I must own that I have received this communication with considerable regret. It only remains to me, on proceeding to town to-morrow, to adopt such measures as shall prevent any detriment according to the general interest by this act of resignation, and to make arrangements with some respectable

firm for conducting the affairs of the company, should Mr. Touson consider himself incompetent, from continued indisposition, to the task.

JOHN HARDY, Jun.  
His Majesty's Consul, and Managing Director.

*February 22.*—In stating to you the present state of those mines, I commence with No. 1. We have succeeded in clearing and repairing our lowest levels at this point, and recommenced driving the same. This level is as far east as the heave, which headed the lode four fathoms north. In our level from surface of pit to Hardy's shaft, we are now driving north on heave, and expect to find the lode in the course of three weeks. In our higher level to the east of this heave our lode was very rich. It was from this point that we broke the stone-copper which gave forty-five per cent. We are sinking a winze from this level, about three fathoms east of heave, the which is three fathoms deep. The lode is very rich at the bottom of the same. We have, therefore, every reason to hope that we shall find the lode as rich in our bottom level as we did in the level above. Our produce for the first fifteen days of the present month has been little, by reason of our clearing and repairing the bottom level. We have for the last four days been raising nine tons per day, five of which comes from the back of bottom level. I hope we shall be able to continue the same throughout this month. The whole of our bottom level has gone through a rich and wide lode, but we cannot break any copper below the bottom of this level, until such time as Hardy's shaft shall be deep enough, so as to enable us to drive a level from the same below those already driven.

Our level from surface of pit is communicated with that of Hardy's shaft. This shaft is nine feet lower than bottom of level. In the time of the last heavy rains we were driven by water from the level, and from Hardy's shaft; but within the last week we have been enabled to recommence sinking this shaft. Every effort must be made in order to sink this shaft as deep as possible, while the dry weather shall continue, for it is my opinion that nothing but the application of steam will enable us to deepen this shaft, after the setting in of the next heavy rains. The produce of the next twelve months depends entirely on our success in deepening this shaft; when we shall have a level ten fathoms below the lowest we now have. There is every appearance of being enabled to give produce to a very large amount. We have again commenced the sinking of Clarke's shaft. This shaft is about five feet deeper than the bottom of level from surface of pit to Hardy's shaft. With respect to the white mine—at this point we expect to intersect the lodes within two months. We have communicated the shaft with the cross-course. This cross-course will cut the lodes ten fathoms deeper than any part of former workings. We shall at this mine be enabled to excavate the vein to the depth of this adit, without fear of being hindered by water.

W. REYNOLDS.

*Arrieta Mines, Feb. 22.*—At the Christina mine the lode is very rich. I should think that the average of the copper now raising there is worth thirty per cent. Three tons per day is raising from there at this moment. The shaft is ten fathoms three feet from surface. A cross-course is driving from the same towards the excavations made from bottom of shaft; and from which we were driven by the water coming so powerfully on us. This cross-course will intersect the vein six fathoms below the excavations made on the vein. The horse engine, now at work at this point, answers very well. The old excavations are now dry, by reason of the cross-course being at no great distance from the lode, and so much below it. In case this cross-cut meets the lode so rich as it now is in the bottom of the excavations made from bottom of our highest level, the engine-shaft must be again deepened, and another cross-course driven from bottom of shaft to lode, in order to drain the same. You are aware that no ores can be broke below the bottom of the level that will be driven on lode, to the depth of the cross-course now driving, until such time as the engine-shaft shall be deepened, and the lode intersected from bottom of shaft by a cross-course. I am rather doubtful if this can be done by the present engine now at work there. Our water at present is at least one hundred gallons per minute. Neither can the shaft be again sunk, without miners being in the shaft by day and by night. In case this mine was bleached with the old (this is now accomplished), by the consolidation of the Old and New Pertenencias referred to in the report), a steam-engine, thirty-inch cylinder, should be fixed on this shaft, and galleries driven towards old mines, and from old mines towards those from Christina, so that the whole might be consolidated.

W. REYNOLDS.

*ROYAL POLHEROU MINING COMPANY.*  
The general annual meeting of this company was held at the George and Vulture Tavern, Cornhill, on Saturday, the 30th April last.

W. B. VIGORS, Esq., in the chair.

The chairman read the advertisement calling the meeting, the statement of accounts, and the following

#### REPORT.

In stating the situation of the affairs of the company, the directors have to congratulate the shareholders on the result of the balance-sheet, which presents assets over and above all claims to the amount of £5,449. 19s. 8d.; whilst, at the same time, the high value of the mines are proved, and a short time is all that is required to reap the benefit of their produce.

Cash, ore, and other assets of the company, £5,283. 13. 6  
Debts, 1,853. 13. 10

Leaving clear assets £3,446. 19. 8

The directors cannot better call the attention of the shareholders to the improved state of their property than by pointing out the fact, that out of the cash received upon the first and second call on the 1,000 new shares issued pursuant to the resolution of the last meeting, the sum of £5,565. 11s. 10d. has been expended in paying debts and expenses due upon and incurred prior to the 31st of December last. In advertizing to the monthly returns, attention is called to the striking increase which has taken place during the present year. In January they amounted to 940. 1s. 11d.; in February to 521. 1s. 1d.; in March, to 1,200. 8s. 4d.; in April, to 1,715. 1s. 6d.; and our rapidly advancing situation will be still more apparent, when it is stated that our sales for this present month would have been £2,000. at the least, had not our machinery stopped one whole week in this month, arising from the still defective state of the boiler of the stamping engine, which has been an unceasing drawback to our exertions. The new boiler is, however, completing on the mine with all dispatch. Our periodical reports have shown that we have forty-six heads at work at the stamping stamps, and we have additional new ones now in preparation, so that in the course of the year we shall have seventy heads of stamping stamps. In addition to this, we have completed a new water wheel, which will be put to work next week, with three heads; and to this three more will be shortly attached. With these, our returns cannot be less than from £3,000. to £4,000. a month; independent of that continued increase which a subsequent augmentation of the stamps will afford. Our merchants' accounts, so far as they fall upon the adventurers, are decreasing in every respect, and will be still less. Our engine-shaft is cut down to the bottom about thirty-nine fathoms below adit; the benefit of this we have already experienced by the splendid discovery on the Pic Lode, which has been stated in the periodical reports from the mines. With respect to this discovery, we have only to state that we sell the tin raised therefrom without stamping, merely breaking it down, and without burning, except for the purpose of easier breaking, there being no muffle in it. We are now driving west to cut this lode at a deeper level, which, when we have attained our object, will give us considerable produce of the value realized in the recent discovery. The specimen on the table from this lode which equals a length ten and a half in twenty in the stone as broken, will furnish some idea of the extraordinary value of this lode. Our thirty fathom ends at East Pd., on Trescones lode, are looking very kindly in the west, and we have discovered a branch of tin about six inches wide, very good, which is improving both in size and quality. In clearing Crease's shaft we have cut a rich lode, promising large returns of tin. Our ten fathom level east of East shaft, on the South House lode, is looking well: we shall raise great quantities of tin from above and below this level. We have also discovered a flat course in this end which is from three to four inches wide, very good. Our twenty fathom level, west of Alders, in the fair ground, has been driven through a great length of valuable tin ground, from which we are realising, and we have still here very valuable ground before us. From this part west, it is considered that the most valuable of our present workings is presented, looking at the thousands of fathoms of high ground before us on the different sides. Our tributaries throughout the mine are working with good spirit, and since our recent discoveries are exceedingly anxious for takes. We have very recently and minutely investigated our underground proceedings throughout the mine, from which it is considered that we shall raise a far greater quantity of tin in the succeeding months than we have hitherto done. In the course of the summer, our object will be to extend flat roads to aid Polherou, and we are as sanguine of趁着 upon the ground as soon as the water is drawn from thence as we were, before we had forked the water in our present shaft, of cutting the lodes which have already been so abundantly productive. Indeed, it may be safely said that the riches of the mine, great as they are, are yet insignificant compared to the discoveries which are calculated upon in old Polherou shaft. It is impossible to take a review of this mine without advertising in the highest terms to the success of the adventure. It is only twenty months since the company put the mine to work; in that period our operations have been aided by upwards of 10,000. milled out of the mines, and we have £2,000. worth of ore on hand, making upwards of £2,000. produce. Our capital expended amounts to £1,000. of which £600. has been expended in engines, machinery, and stock now on the mine, being expenses not of early occurrence. The capabilities of the mine are developed, and it appears inexhaustible; its produce is of the highest value, and we may in

crease our machinery so as to return at the least £0,000. per annum, and even beyond it; for there is no limit to the ore that can be raised.

#### STATEMENT OF THE SITUATION OF THE COMPANY.

April 30.	Dr. Value and S. d.	April 30.	Dr. Value and S. d.
To debts due to me	1300. 0. 0	49 new shares unappr.	384. 0. 0
Balance due to Mr. Alder	283. 13. 10	Find instalment of 4/- per share on 432 new shares	1728. 0. 0
Captain Crease for dues	309. 0. 0	not yet paid	1728. 0. 0
Balance	3449. 19. 8	Balance in the hands of Messrs. Lubbock & Co. 571. 13	Value of stock, iron tim-
			ber, &c. 600. 0. 0
			5283. 13. 6
			5283. 13. 6

The report having been read, it was moved and seconded that it be received, which was agreed to.

It was then resolved, that "Mr. Daniel Alder, jun., the acting director on the mines, be paid a salary of £300. per annum for his services, to commence from the period Mr. Carne ceased to be a director."

It was then moved and seconded, "that all new shares, upon which the call of 4/- per share be not paid on or before the 30th May ensuing, be forfeited; and the same number of new shares be issued; and that notice thereof be inserted in the daily papers."

Thanks being voted to the chairman, the meeting, which was numerously attended, adjourned.

#### MEXICAN COMPANY.

A general annual meeting of the proprietors of this association was held at their office in Great Winchester-street, on Thursday, the 5th inst.

JOHN MITCHELL, Esq., in the chair.

The secretary first read the advertisement convening the meeting, and then the following

#### REPORT.

The deed of constitution of the company requiring that a meeting of proprietors should be held on the first Thursday in May in each year, has rendered it imperative on the directors to convene the present meeting, for the purposes prescribed by the deed. But for this consideration, the directors would willingly have postponed the present meeting until they could have been better prepared to report on the measures likely to be adopted and carried into effect at the company's mines in Oaxaca, in consequence of the resolutions adopted by the proprietors at the special meeting, held on the 4th of November last, to grant further aid for the prosecution of the operations there, by sanctioning another call of 4/- per share, which the directors have now to report has been paid on all the shares then in existence, with the exception of 6/- belonging to the estate of a deceased proprietor.

In consequence of the unanimity and unanimity with which the resolutions for the sanction of this call were passed at the meeting above alluded to, the directors, anxious to give effect to the objects for which it was made, without waiting for the payment of any part of it, sent out by the very first opportunity which presented itself after the meeting (the November mail) a credit for £5,000., and have since sent out to the value of about £2,000. in quicksilver and other stores essential for the prosecution of the works, including the amount to extend these supplies to about £1,000. more. The remainder of the call being required here for necessary disbursements connected with the undertaking. The short time which has elapsed since the last meeting, having barely sufficed to enable the directors to hear from their chief commissioner, that the credit sent out in November had been received by him, must necessarily preclude them from reporting much on the present occasion, as to the effect which these supplies are likely to produce on the mines. And, as the proprietors are aware, from the letters which have been unreservedly submitted to them from time to time, as they have been received, that the operations at the mines had been very much circumscribed for want of funds, until the decision of the proprietors could be made known, and the requisite supplies sent out, the directors content themselves on the present occasion with annexing, by way of appendix to this short report, extracts from the despatches lately received from their chief commissioner, dated 27th of February last. By these, it will be perceived, that having received from Mexico the proceeds of his first bills on the directors for £1,000. on account of the November credit, he was about to resume active operations at those mines which had been in a great measure suspended until these funds were placed at his disposal, more especially those of

#### SAN FRANCISCO, SAN EMIGDIO, and JESUS MARIA.

so particularly alluded to in the report presented to the proprietors in November last; and, as every letter since received from the commissioners has represented the opinion of Mr. Kurtz, the chief mining officer, as continuing to be as favourable as ever concerning these mines, the directors look forward to the future development of them with the same confidence as was expressed in their last report to the proprietors.

It will also be perceived from these despatches that the Purisima mine, which the proprietors are aware, from many former reports, the directors always entertained a very favourable opinion of, from its well ascertained capability of yielding a very large quantity of ore at a very cheap cost of extraction, and of great facility in reduction, is likely, from the improvements lately introduced, as well into the method of working it, but still more into the reduction of its ore, to

as also from the little experience I have had of it here, I can assure the Board of the correctness of such statement. I take it for granted, therefore, that with ores from Purisima, taken from the upper workings, although containing less than an ounce of silver per quintal of ore, but owing to their rich ley of gold, such machinery, say ten or fifteen pans, attached to the stamping-mill, and so arranged that the pans can discharge their refuse on to good and well-arranged concentrating tables, or 'planillas' (such as have been lately introduced into this hacienda with decided advantage), would produce very brilliant results. Matters in this case could be so arranged, that the transporting of the ores from the mine to the hacienda, would cost less than a 'medio' (half a real, or about 3d. sterling) per carga."

In a letter from Mr. Turnbull, who has since succeeded Mr. Obicini as chief commissioner to the company in Oaxaca (his period of engagement having expired on the 15th of February last), Mr. Turnbull added, under date the 28th Jan.—

"I perfectly agree with Mr. Obicini in opinion, that great advantages may be derived from extracting the gold and polvillo, and concentrating the silver ores of a poor description from 'Purisima,' by means of the pans and 'planillas' annexed to the wet-stamping mill at Socorro, and shall certainly devote my especial attention to it, as it may be done on a large scale with very little expense."

In a subsequent letter from Mr. Turnbull, dated the 5th February (received together with another, dated 27th February, in copy, via New York, on the 25th ult.), he writes as follows, on the same subject, as also with reference to the "Purisima" mine generally:—

"I certainly am of opinion that this so long despised mine may, in a short time, prove itself the best of the whole—especially if we should be fortunate enough to procure a first-rate 'azoguero' (amalgamator). I do not think that we ought to gain less than one and a half to two dollars per carga, if the ores be peperated (assorted) so as to reach the ley of two ounces per quintal on the average. I confidently hope that a clever azoguero, with the aid of arrastres, will get five and a half ounces out of every six ounces of silver contained in the ores; so that by taking the mining charges (or cost of procuring the ores) at \$1 4 per carga, which they ought not to exceed if abundant, and the reduction charges at \$2 (which, for these ores, is not too little), together \$3 4, if we should obtain from them \$5 4, would leave a profit of \$2 per carga, besides their ley of gold. At present, with our very imperfect mode of reduction by patio, and the cost of production being \$2 per carga, we only just cover our expenses with ores of that ley, and the gold remains clear to us."

"We shall, moreover, have the advantage of being able to obtain the gold out of the poor ores, and even from the 'descotos' (rejected ores) by means of the pans attached to the wet stamp-mill, and at the same time concentrate them, for barrel amalgamation, by means of the 'planillas,' also attached to the stamp-mill. I mean to devote my best attention to this subject, as many of the Purisima ores, containing only one ounce of silver per quintal of ore, are as rich, or even richer in gold than the ores of Penoles, which they reduce to a profit; and I am persuaded, that in the wet stamp-mill they may be crushed, and the gold extracted, and the ores concentrated to about five or six ounces, at a cost of less than one and a half reals per quintal!"

In Mr. Turnbull's last letter on this subject, dated 27th February, he writes as follows:—

"Mr. Sadler, of the Penoles Company, having kindly promised to favour me with the loan of half-a-dozen more gold pans, I have ordered a 'planilla' to be attached to the wet stamping-mill at Socorro, by means of which, when completed, I am confident that a trial on a large scale—say of 1,000 quintals of Purisima ores of a ley of from three-fourths of an ounce to one ounce per quintal, with a good ley of gold—will turn out so well, that the gold extracted will pay all the cost of the ores and of the crushing; and, by means of the planillas, we shall be able to concentrate these ores (which otherwise would not bear the expense of reduction) to a ley of five or six ounces, which may be advantageously reduced in barrels."

"The 'planilla' is an inclined plane, over which the muddy water from the stamp-mill will flow; and being covered with coarse cloths, the water deposits on these the flowers of the ore (or 'polvillo'), carrying off all the earthy matter. When completed I shall report further respecting it. The cost will be about \$200."

Mr. Turnbull, in other parts of his letters, draws the attention of the directors to regulations which he has adopted, and means rigidly to enforce with respect to the better working of the mines, by compelling the miners ("barreteros") to commence working early on Mondays, and continue late until Saturdays; by which he calculates on a material increase in the production of ores, especially from "Purisima." The effect had already become apparent—the production from that mine having increased full one-third during the week immediately preceding the date of his letter, during which the regulation had been in force.

He had also particularly and urgently impressed on Mr. Kurtz, the chief mining officer, the necessity and propriety of conforming to the wishes and instructions of the Board of Directors, as to a higher peperation (or assorting) of the ores at the mines, by means of which, he adds, "I confidently expect, that by keeping these orders in force, we shall shortly bring down the cost of the Purisima ores to \$1 1/2 per carga, and raise their ley to 2 1/2 oz. per quintal, when this mine would leave a very fair profit."

He concludes his report, under the head of "Mines," as follows:—

"The aspect of these is, I am happy to say, improving: there is now no doubt that the vein of soledad has been cut by the new shaft of Santa Cruz, and improves daily. Should we get on good ores, we may shortly expect to meet with the same in the shaft 'Poder de Dios,' and have a fine field before us. The ores of Purisima, also, improve weekly; and we have great hopes that this long neglected mine, in conjunction with Soledad, may shortly do something towards redressing our hitherto heavy losses. Appearances are also favourable in Rosario (de la Cumbra), and we by no means give up our favourable hopes from the San Francisco lode. I trust, ere long, that my communications will not be confined to hopes, but that I shall be enabled to give you more positive and more favourable information. Both the Rosario (south) and the San Antonio mines have been returned to their owners."

"I have lately contracted for a new mine connected with the Purisima and Soledad lode, on such terms as cannot entail any loss on the company, being merely the payment of an annual rent of \$20, and a gratuity of \$100, if we continue to work it beyond August next. Any future remuneration to be dependent on profits, and to be entirely at the discretion of the Directors. It is named San Francisco de Paula. We began working it this week, and the assays of the ore already obtained from it are pretty fair—2 1/2 ounces; and from the width of the lode, I hope this mine will yield us cheap ores of a fair ley. I was the more readily induced to lend my aid to the working of it from its capability to yield, besides its picked ore, a great abundance of ores of about one ounce per quintal, with a good ley of gold in them, at a cost of two or three reals only per carga—which, if the trials with the pans and planillas at Socorro should succeed, would leave us an excellent profit. Being in all respects similar to the Purisima ores, and very advantageously situate as to locality—especially to the haciendas de Cincos Señores and San José, which, as you seem disposed to continue to rent them, I have renewed the contract, for such time as the company shall choose to retain them for \$300 a-year rental—which is very moderate; in fact, it would be worth all the money in order to keep others away from us; but independent of this the stamp work at San José is good, and may save us the expense of putting up a new wheel in this hacienda (yavasia) to the lower stamp-work—which, as soon as the arrastre are completed, would be useless."

"I am also in treaty for the purchase of the Polvillo at San Pedro Nolasco, on favourable terms, and am only waiting the result of some trials by barrels now going on at Santa Ana, to decide on the purchase of perhaps a large quantity of them. I also propose, with a view of reducing our general expenses as much as possible, in conformity with the particular and positive instructions of the directors to that effect, to discontinue the renting of the Tia Farm at the end of this year, until which period I am bound by the present contract; but can in the meanwhile make it serviceable as pasture for our lean cattle. I intend also to dispose of most of our transport establishment mules and asses, retaining only a few of the best for the conveyance of our stores and money to and from Oaxaca, and contracting with the Indians (which I can readily do) for the transport of our ores from the mine to the haciendas on better terms than we have hitherto been in the habit of charging to the mines for the same purposes, to cover the expense of the transport establishment. It is also my intention to disperse, for the future, with Dr. Sandel's services, and the medical department, as Wilhelm, the assistant surgeon, is quite competent to manage cases of accidents and slight illnesses, and it will be cheaper to have medical assistance from Oaxaca, in case of any thing serious requiring it, than to keep up the heavy salary of a doctor, besides a medical establishment."

"I shall now proceed to the most important subject of all, viz. the state of our finances, and in acknowledging the receipt of your letter of credit for ten thousand pounds. I must add, that I greatly regret it was not for double that amount. You can have no conception of the injury done to the 'negotiation' (undertaking) by your remitting in small credits, instead of at once placing at the disposal of your commissioner a good sound sum, which would enable him at once to undertake all that he deems essential for the promotion of the welfare of the concern. For instance, from the arrastres having been erected at Santa Ana, more of the credit destined for them was expended on a 'patio' and 'lavadero' at that hacienda, than on the arrastres themselves; consequently, the whole of that credit was expended by the time we had finished the erection of three arrastres. There being now four there, they will suffice for the present patio room; but I should have wished particularly to have erected three or four more at that hacienda, and increase also the patio room, which might now be done at a trifling expense, and to have erected at least half-a-dozen arrastres at this hacienda (yavasia); especially now that the lower stamp mill is stopped, in consequence of a new water wheel being necessary, the cost of which will be equal to that of a new ar-

rastra; and the six I contemplate erecting here, would be fully adequate to the working power of both the stamp mills. But how can I do this with a credit of such very limited amount? I calculate that the cost of all these improvements would amount to \$6,000.—of itself, one-fourth of the credit—and though they will probably be most wanted, when there will be the least possibility of our doing so, from our credit being exhausted, I am deterred from doing what I conceive to be absolutely indispensable, from a dread of not having sufficient means left to promote the working of the mines."

"This has been the reason why many things have not been undertaken, the importance of which have been great beyond measure; and thus we have gone on, from year to year, eating up our credits, one after the other, with continual bad results, and always remaining in the same bad position."

"If, at the meeting of the proprietors in November, they had determined, at once, to destine a certain defined amount to be expended on this undertaking, and, in the event of the application of that sum failing to place the negotiations in a profitable position, then to abandon it, and have had sufficient confidence in their chief commissioner, at once to have placed this amount at his disposal, I could have undertaken, with spirit and with confidence, such operations as I deem necessary for the good of the concern; and, depend upon it, the result would have been much more favourable."

"Be this as it may, from the thorough conviction I am under of the necessity for our erecting more arrastres, and of the injury occurring by deferring, from year to year, the improvements which, if done at once, would entirely change the aspect of our affairs here, before the bad results occasioned by delay eat up all our resources, I shall at once order the erection of the six arrastres, which I have before stated to be necessary for this hacienda, which will supersede at least one of our stamping-mills, and do the same work as both of them, at a much cheaper rate, and infinitely better; and if the Purisima mine goes on, as there is every prospect that it will, and I should be fortunate enough in procuring a good azoguero, I should entertain no doubt of seeing this mine wrought to fair profit. At the same time, we are all looking forward, with the greatest anxiety, to the development of the other mines, especially those on the San Francisco lode, by means of the trial works which are now going forward in them; and I confidently hope that some of them will turn out well."

It was then moved and seconded that the report now read be received, adopted, and together with the balance-sheet now presented, be entered on the minutes of general courts for the inspection of the proprietors. Carried unanimously.

The report was not ordered to be printed, the meeting very properly considering that its publication in the *Mining Journal* was sufficient for all purposes.

Thanks having been cordially given to the chairman and directors for the great attention which they continue *gratuitously* to devote to the interests of the company, the meeting adjourned.

#### ALBION MINING COMPANY.

A meeting of the proprietors in this company was held at the office of the company on Thursday, the 5th inst.

T. ASHTON, jun. Esq., in the chair.

The advertisement convening the meeting having been read, the chairman addressed a few prefatory observations, when a report from the mining captains was also read, with a short statement of the accounts of the company.

The chairman expressed, on the part of himself and the board of directors, their regret that the undertaking had not as yet been attended with the beneficial results which had been contemplated on the formation of the company, and which thus rendered it necessary to make a further call for the purpose of prosecuting the working of the mines with that energy which their importance demanded, not doubting but, by a prudent application of the funds to be placed at the disposal of the directors, that they should be enabled to make returns to the proprietors, and justify the expectations they had entertained as to the value of the property. It was therefore proposed to make a further call of 10s. per share, which was found to be necessary to effect the object which the directors had in view.

The question having been submitted to and approved by the meeting, a call for that amount was accordingly determined upon.

In the course of the proceedings, a proprietor having risen for the purpose of making some observations on the salaries of the directors, which, it will be remembered, was 150s. each per annum,

Mr. Mocatta stated that the directors had, for some months' past, reduced the salary from 150s. to 100s. a year each—which statement evidently gave great satisfaction to the proprietors assembled. We heard it whispered in the room that the *Mining Journal* had some influence in the reduction thus made—but we should rather ascribe the reduction to the good sense and proper feeling of the gentlemen in the direction, who must have felt that 150s. per annum for each director was more than an equivalent for the services rendered.

Thanks having been voted to the chairman and directors, the meeting separated. The following report on the mines was read.

#### REPORT.

Agreeably to your request, we have this day attended and made an inspection of Wheal Liberty and Mithian mines, and give you our report as follows:—First, we found Wheal Liberty engine-shaft sinking below the sixty fathom level by eight men, at 30s. per fathom; and is now down about ten feet below this level. The lode in the shaft is two feet wide, producing good stones of ore. There has been a great deal of ground opened on the different lodes in this part of the mine, and although at places the lodes had a very flattering appearance, they have not been found to produce but little ore.

The following are the levels which are at present driving:—First, the sixty fathom level has been extended west on the main lode fifteen fathoms, and is now driving by four men at 30s. per fathom; lode five feet wide, chiefly spar, with a little mundic, and spots of ore; this level has also been extended east about eighteen fathoms; lode in the end about three feet wide, composed chiefly of spar, and a small quantity of mundic and ore, and is now driving by four men at 30s. per fathom.

The forty-seven fathom level has also been extended west of the engine-shaft, from seventy to eighty fathom in length. The lode at places has produced a little ore, and is now driving by two men at 21. 10s. per fathom, and at present will produce about a half ton of ore per fathom.

The forty-seven fathom level is also extended east on this lode about fifty fathoms; lode in the end two and a half feet wide, composed chiefly of spar, and is now driving by two men at 6s. 10s. per fathom.

The forty fathom levels have also been extended considerably, and these levels are now driving, but they led to but little discovery; however, there has been a forty-seven fathom level extended east on a north lode about fifteen fathoms, and is now driving by four men at 30s. 10s. per fathom; lode in the end about eighteen inches wide, and will produce about one and a half tons of ore per fathom, and the lode has a favourable appearance. It is expected this lode is cut at the sixty fathom level, but if so it does not present so favourable an appearance as in the level already described. There is also a great deal of ground opened on the caunter lode, at the sixty, forty-seven, and forty fathom levels; the forty-seven fathom level has been extended to the greatest distance, and the lode in the end has a very favourable appearance, and is producing some ore.

At Wheal Mithian, the only thing doing on the main lode is sinking the engine-shaft under the fifty-four fathom level; lode in the shaft very large, composed chiefly of mundic, and the ground has not a very favourable appearance, neither has it in the levels over.

There has also been a shaft sunk ten fathoms below the adit level on the south lode, and about thirty fathoms opened on the lode. The western end is now driving at 21. 10s. per fathom, composed of mundic: the east end is driving also, but the lode is in a disordered state.

From the foregoing you will perceive that the prospects of these mines are but poor at present, yet from the appearance of the lode in the forty-seven fathom level, east on the caunter lode, and also from the appearance of the north lode at the forty-seven fathom level, and the alterations that do appear to be taking place in the ground about the main lode at the sixty fathom level, we do recommend you to sink the engine-shaft with as much expedition as possible, and see what the lode will do deeper levels, as we are of an opinion, in taking the number of lodes this sett do contain, and the shallow depth it has heretofore been worked to, it may still make a permanent and profitable undertaking.

At Wheal Mithian, we are of opinion if there is any good to be done it will be eastward, under the slide, so we would recommend you to sink your shaft at present, and wait for extending your levels until the engine do work at the adjoining mine.

There is one remark we will make in conclusion, that is, employment being very brick in this neighbourhood, there are not tributaries to be found to work the ground which is laid open, as they would do at times past, consequently it will make much against every mine that cannot meet the cost respecting the machinery on the mine, that is, engine pitwork. We have found them in very good order, although the great quantity of water, and the nature of the lode being spar at Wheal Liberty, must make it very expensive for leather, coal, &c.

JOHN RICHARDS, WILLIAM SINCOCK,

JOHN MIDDLETON, WILLIAM PETERS.

We cannot close this report without giving the agents much credit for their able conduct for conducting and general management of the mines.

JOHN RICHARDS, WILLIAM SINCOCK.

#### STATEMENT OF ASSETS AND LIABILITIES, MAY 5, 1835.

ASSETS.	£ s. d.
Balance at the bankers .....	£1363 17 11
Bills receivable, due May 17 .....	200 0 0
Ditto, due May 24 .....	10 11 11
49 16 11	
Produce of 62 tons of ore, sold April 21, receivable June 23 .....	200 0 0
	£1633 14 10

#### LIABILITIES.

LIABILITIES.	£ s. d.
April cost, calculated at .....	£450 0 0
Bills accepted, due in May and June .....	376 9 4
Merchants' bills not yet drawn for .....	316 8 8
Ditto for April, estimated at .....	150 0 0
	£1292 18 9

#### ST. JOHN D'EL REY MINING COMPANY.

The sixth annual meeting of the proprietors of this association was held at the office of the company, on Thursday, the 5th inst.

J. D. POWLES, Esq., in the chair.

The meeting was respectfully attended, and the report of the directors gave general satisfaction.

The report having been read, it was resolved that it be printed and distributed.

Robert Addison, Esq. and John Routh, Esq. were re-elected directors. Sir Richard Dobson and A. Loughnan, Esq. jun., were re-elected auditors.

The thanks of the proprietors having been voted to the chairman and directors, the meeting adjourned.

The following is the report submitted to the meeting, to which we have appended the accounts.

#### REPORT.

In their last annual report the directors informed the proprietors that possession had been taken of the Morro Velho property, and the working thereon commenced for account of the company. The mining operations have been since uninterruptedly carried on by sinking and driving on the principal lodes. At the time of taking possession of this property, the company laboured under considerable disadvantages, in consequence of the dead works (always necessary to be carried on, for the purpose of opening out future means of supply) not having been adequately prosecuted by the former proprietors.

Since the company has obtained possession, this important object has been followed up, and the working conducted on a regular and systematic principle, as fast as force has been obtained for the purpose.

The following is a statement of the produce obtained from the commencement of working the Morro Velho mines, per account of the company, viz.:

	oits. grs.	oits. grs.


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By the balance-sheet of last year, the cost of the Morro Velho estate stood at £5,436. 18s. 7d. In the present sheet it stands at £5,304. 1s. 4d., being an increase of £1,869. 9s. 10d. This increase consists chiefly in the purchase of negroes.

Mr. Herring having represented to the directors the absolute necessity of increasing the manual force of the establishment, in order effectively to carry on the several works, the directors have not failed to supply him with the necessary funds for that purpose. Up to the last advice, Mr. Herring had purchased eighty-five negroes since he had taken possession of the property; and he has been authorised still further to increase this number. The whole number of negroes on the estate at the last advice was as follows:—males 191, females 49, children 20; in all 260. The value of these negroes is, it is believed, full 20,000/. The directors are happy to state that every possible care is taken of the comfort of the negroes, both as to their moral discipline and otherwise.

Annexed hereto will be found the annual statement of the receipts and disbursements, and the balance-sheet to the 31st March last. By the latter document, it will be seen that the company's capital, at that date, was £9,829. 11s. 4d.; and that a balance was standing at the credit of profit and loss account of 292. 9s. 4d. These sums are represented by

The cost of Morro Velho estate and disbursements thereon	£58,304. 1s. 4d.
The deposit fund in Brazil	17,100. 0 0
Exchequer Bills	2,047. 11. 3
Balance at bankers, less acceptances to be paid	1,735. 5 4
Balance with Mr. Harrison	1,677. 3 8

Less, due proprietors of forfeited shares, sold	794. 16. 8
	£90,069. 5 0

This capital will be further increased by 2382. 10s., being the unpaid portion, at that date, of the recently made call of 10s. per share.

The deposit fund in Brazil, consisting of 150,000 milreis of the stock called apolices, stands in the balance-sheet, estimated at the same rate as last year, viz. 1500 apolices, at 72 per cent, is 108,000 milreis. Exchange 38d. per milrei is 17,100.; but by the last advice this stock was 87 per cent, and the exchange 40d. The dividends on this stock, at 6 per cent, per annum, are regularly received half-yearly by the company's agents in Rio Janeiro.

The following is a statement of the Company's finances, this day, May the 5th, 1836:—

ASSETS.	
Balance at bankers	£3619. 0 0
Exchequer Bills	2000. 0 0
Instalment due on 355 shares	177. 10. 0
Cash in Brazil, about	1677. 0 0
	£7473. 10. 0

TO PAY.	
Messrs. Harrison's drafts	100. 0 0
Due to proprietors of forfeited shares	638. 0 0
	738. 0 0

Balance in hand, available to the purpose of the mines	6735. 10. 0
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#### PENOLES GOLD MINING ASSOCIATION.

A half-yearly general meeting of the proprietors was held at the North and South American Coffee-house, on Monday, the 2d inst.

HENRY ENGLISH, Esq., in the chair.

The chairman, in addressing the meeting, stated that he felt it more important to direct their attention to the accounts, and the financial state of the affairs of the company, than to any prolix report which might have been submitted, and accordingly read to the meeting a statement of the receipts and expenditure, from which it appeared that on the additional capital of 15,300L, 4580L, had been called for—that of such sum shares were in arrear to the amount of 276L 10s.—that the directors had made a trifling advance rather than make another call, until the proprietors should have met and their opinions taken, after an exposition of the affairs of the company—that during the past eighteen months about 15000L worth of gold had been raised, and the produce applied to the working of the mines; and that although the directors were in advance in London, the remittances made to Oaxaca would have an available balance in the hands of the agents.

The chairman having read the accounts referred to, a conversation took place between several of the proprietors on the measures to be adopted; when, after a trifling discussion, it was resolved upon that such shares as remained in default on or after the 14th inst. should be absolutely forfeited, and that the directors should be empowered to make a further call at such time and in such manner as they should deem fit. The explanations of the chairman seemed to give satisfaction; and after a vote of thanks to that gentleman the meeting adjourned.

The following is an abstract of the accounts submitted to the meeting:—

RECEIPTS. £ s. d.	EXPENDITURE. £ s. d.
First instalment on 3060 shares, at 11 per share	3060. 0 0
Second instalment on 2507 shares, at 10s. per share	1253. 10. 0
Cash advanced by the directors	208. 11. 10
	£4522. 1 10

#### ANGLO-MEXICAN MINT.

The annual general meeting of the proprietors of this company was held at the office, 9, New Broad-street, on Tuesday, the 3d inst.

JOHN SCHNEIDER, Esq., in the chair.

We purposed giving the proceedings at the meeting, with an abstract of the report, but the directors feeling, and perhaps very properly so, that their affairs ought not to be made public, and as the proprietors seemed well satisfied on receiving their dividend, which was declared at the meeting, we feel that it would not be doing right to furnish a statement which is open at the offices of the company to all proprietors, and a copy of which we obtained, but under circumstances which we do not consider such as to warrant us in giving it insertion. We have only to observe, that if secrecy be necessary, the confidence reposed in the directors should be of that nature that they should not be called upon to furnish information to a meeting, which must in one way or other become of public notoriety.

#### MEXICAN AND SOUTH AMERICAN COMPANY.

A meeting of the proprietors of this company was held at the office, 9, New Broad-street, on Wednesday, the 11th inst.

As we were not allowed to be present, we venture to extract the following paragraph from the *Mining Review*, a work which, we need hardly observe, in matters of this kind, must be considered as of unquestionable authority.

The objects of this company, which, however, are not brought to maturity, were—The entering into contracts with the mine proprietors to supply them with advances of money and stores, on the principal of what is termed in Mexico "Avio de Plata." By these engagements the contractors anticipate to the mine owners, from time to time, the forthcoming produce of their mines, receiving in consideration thereof the gold and silver produced thereby, at certain fixed rates, so regulated as to yield a handsome return for the money advanced. An interest of 1½ to 2 per cent. per month is not an unusual remuneration for the use of capital in Mexico. On the other hand, it is not to be assumed that engagements of the nature contemplated, are wholly free from the contingencies of mining. The dealing in bullion, and generally in metals, and stores for mining purposes, are also contemplated. The principal features in the prospectus are, that the three directors, with power to add two to their number, shall receive one-tenth of the net profits instead of a fixed salary; that a dividend, at the rate of 6 per cent. per annum, shall be of one fixed, and that a reserve fund shall be formed, being 10 per cent. of the amount of dividends paid, with which the directors shall have authority to purchase shares should they fall below par. We do not exactly comprehend this; it, however, has the charm of novelty. Shares paying 6 per cent. per annum should at least be worth the capital subscribed; but we have seen a prospectus where the proprietors undertake to pay 15 per cent. per annum, for three years certain, but did not say anything of capital or interest beyond that period. Another company once paid a dividend, though the capital, and not the profits, supplied the means."

#### GEOLICAL SOCIETY OF LONDON.

ADDRESS OF THE PRESIDENT AT THE ANNIVERSARY MEETING.

(Continued from No. 36.)

Few communications have excited more interest in the Society than the letters on South America, addressed by Mr. Charles Darwin to Professor Henslow. Mr. Darwin has devoted four years, from 1833 to 1835 inclusive, to the investigation of the natural history and geology of South America. From the position of the tertiary deposits which exist on both sides of the southern Andes, he concludes that the primary chain must have had a great elevation anterior to the tertiary period. A transverse section from Rio Santa Cruz to the base of the Cordilleras, and another on the Rio Negro, exhibit the structure of what Mr. Darwin calls the great southern tertiary formations of Patagonia, which may be separated into groups of distinct periods analogous to those already established in Europe. The lowest group is of great extent and thickness, and in one instance was observed to alternate with a bed of ancient lava, which seemed to mark the commencement of the eruptions from the craters of the principal chain of the Andes. Among the shells and corals, even of this lowest deposit, are some which are supposed to belong to species now living in the neighbouring Pacific. Over-lying this is a stratum of rolled porphyry pebbles, which the author traced for 700 miles. Scattered over the whole, and at various heights above the sea, from 1,300 feet downwards, are recent shells of *littoral* species of the neighbouring coast, so that every part of the surface seems once to have been a shore, and Mr. Darwin supposes that an upheaval to the amount of 1,300 feet has been owing to a succession of small elevations, like those experienced in modern times.

The principal section described is one transverse to the Andes, extending from Valparaiso to Mendoza. The Cordilleras consists here of two separate and parallel chains, the western being composed of stratified sedimentary rocks resting on granite. The strata are violently dislocated and contorted along parallel north and south lines, and become crystalline as they approach the granite. Some of the slates and limestones, probably referable to the transition period, contain organic remains at an elevation of 13,000 feet above the sea. In the eastern chain are sandstones and conglomerates, and associated felspathic rocks regularly bedded, and more recent than the rocks of the western chain, being partly made up of their debris. After much investigation, Mr. Darwin convinced himself that these were of the same age with certain tertiary deposits of Patagonia, Chile, and Concepcion, resembling them in mineral character, and in the ligate and fossil wood which they contain.

In one escarpment is seen a sandstone of this system in which there is a wood of petrified tree, in a vertical position, some of the trees being perfectly silicified and of dicotyledonous wood, others consisting of snow-white columns of coarsely crystallized carbonate of lime. They appear to have formed a clump of trees which had grown on lava and was then submerged, so that layers of fine sandstone were quietly deposited between the trunks. The enveloping sandstone rests on lava, and is again covered by a bed of black angular lava about 1,000 feet thick. Over this there are at least five other grand alternations of similar rocks and aqueous deposits, amounting in thickness to several thousand feet. The same sedimentary strata, or the continuation of them, are not only altered by granite, but are traversed by dikes of granite proceeding from the mass, and also by numerous metallic veins of iron, copper, arsenic, silver, and gold, all of which can be traced to the underlying granite. A gold mine has been worked close to the clump of silicified trees.

From these observations I am led to suspect that, as in some parts of the Alps, the metamorphic structure has been assumed by strata high up in the secondary series, so in the Andes the same structure has been superinduced on certain tertiary deposits which have been also penetrated by granitic and metathoracian veins.

Dr. Dabney has analysed a new thermal spring discovered near the town of Torre del Annunziata in the Bay of Naples, and he refers the origin of nitrogen gas in this and other springs in the volcanic region of Naples and Mount Vultur to a process of subterranean oxygenation analogous to combustion. In the excavations made in volcanic tuff and lava near Torre del Annunziata for gaining access to the spring, vestiges of walls and buildings with fresco paintings, and other traces of human art, were discovered, and vegetable mould containing the stems of reeds, similar to those now growing in the neighbourhood, and fir and cypress trees in an upright position. The buildings must have been overwhelmed before the soil existed on which the fir and the cypress grew, as this soil was formed upon the materials which enveloped the town.

Mr. H. E. Strickland and Mr. Hamilton have examined a cavity below the level of the sea in Cephalonia adjoining the coast, into which a constant stream of sea-water is flowing, and has been flowing for years. This singular phenomenon had previously attracted the attention of Mr. Martin and of Lord Nugent and others, some of whom had speculated, like Mr. Strickland, on the probability of the water thus descending through crevices being converted into vapour in subterranean hollows, and then carried off in other directions in the form of *stufas* or hot springs. I forbear to enlarge on this subject at present, as a description of the facts is given up by Mr. Martin before Mr. Strickland's visit, will shortly be read to the Society.

We have received from Captain Belcher a suite of geological specimens from various parts of the west coast of Africa, with remarks on the reefs and sand-banks of that coast; and a collection from the Rev. W. Hennah, of recent calcareous limestone and volcanic products from the island of Ascension.

I shall next consider some papers relating more or less exclusively to fossil zoology, which have been read at our meetings during the last session. We are indebted to Mr. Broderip for a description of some new species of fossil Crustacea and Echinodermata, which were discovered by Lord Cole and Sir P. Egerton in the lias of Lyme Regis. One of these crustaceans belongs to a genus intermediate between the Palinurus and the Shrimp. It is of a gigantic size compared to any recent species, and belongs to a division of which the living types have been only met with in the arctic regions.

Sir P. Egerton has described some peculiarities of structure in the occipital bone of an Ichthyosaurus, observed in the skeleton of a new and gigantic species recently discovered by Miss Anning at Lyme Regis. He also states that the axis and atlas in this genus are usually found adhering firmly together, and they are connected by an auxiliary bone, showing that strength rather than freedom of lateral motion was required in the neck of these animals. These observations have been confirmed by Mr. Owen and Mr. Clift.

It has often been a question whether the bones of birds had ever occurred in strata below the chalk; some of the thin fragile bones found at Stonesfield, and formerly considered to be those of birds, having been ascertained to belong to Pterodactyls. In order to elucidate this point, Mr. Mantell lately placed all his specimens from the Wealden, supposed to be those of certain Grallae, or waders, in the hands of Mr. Owen, and the result of his examination has confirmed Cuvier's opinion that they are true ornitholites. They seem, therefore, to be the oldest authenticated fossils of this class hitherto found in Great Britain. The rarity of such remains in geological formations, especially in the marine, cannot surprise us; for in the recent shell marl of Scotland, formed in lakes much frequented by water-fowl up to the moment of their drainage, no bones of birds have as yet been detected amongst the numerous relics of deer, ox, pig, and other quadrupeds occurring in the marsh.

Mr. Darwin, in his travels to South America before alluded to, found, in crossing the continent from the Rio Negro to Buenos Ayres, many large lignes of Mastodons, and other remains of the Mastodon at Port St. Julian, 50° S. lat., at a distance of more than six hundred miles from the former. He also saw, in the gravel of Patagonia, many bones of the Megatherium, and among the remains of five or six species of quadrupeds associated with them, he detected those of a species of Agouti.

Our museum has just been enriched by a truly magnificent present of fossil bones from India, more valuable than any which have reached England since those obtained by Mr. Crawford and Dr. Wallach from Ava. They were collected and presented to us by a gentleman whom we last year elected a Fellow of this Society, Captain Caulley of the Bengal Artillery, and their existence seems to have been first distinctly recognised by Dr. Falconer, superintendent of the Botanic Garden at Saharanpore. These organic remains come from the range of hills formerly called Seawalk, which skirt the base of the Himalayan mountains from the Ganges to the Sutlej rivers, or from the north lat. 30° to 31°. They abound in part of the range to the westward of the Junam river, and belong to the genera Mastodon, elephant, hippopotamus, rhinoceros, boar, antrocerotherium, horse, ox, deer, antelope, canis, felis, gavial, crocodile, enchy, tritynx, besides fish and shells. Among the fossils there are some considered to be new genera, and one which Messrs. Caulley and Falconer have called Servaltherium.

We have also received a splendid collection of specimens of rocks from the Himalayas, illustrating the two sections published by Mr. Hoyle in his work on these mountains, from the plains to the snowy passes, and his section across the central range of India.

Several new facts have been brought to light in fossil Ichthyology during the last year. Sir P. Egerton has found in the coal-field of North Staffordshire, among other remains of fish, some scales of the Megalichthys, that large saurid fish first described by Dr. Hibbert as occurring at Hunsbury, near Edinburgh. I have lately seen a large tooth of this fish in a mass of Cannel coal found in Fife-shire by Mr. Horner, and described by him in a paper read before the Royal Society of Edinburgh. It will be remembered that these teeth were formerly referred to saurians, to which, in fact, the Megalichthys had a much nearer affinity, according to Mr. Agassiz, than any fish now living. Sir P. Egerton has also published a catalogue of the fossil fish in his cabinet at Oulton Park, and in that of Lord Cole, at Florence Court; two collections which are described by Mr. Agassiz as unrivaled in England in this department of organic remains, and only equalled by two others in the rest of Europe, that of Count Munster, at Heilbronn in Bavaria, and that of the Royal Museum of Paris. In this catalogue Sir Philip has

given the names and localities of about 200 ichthyolites, British and foreign, and has indicated the geological position of each.

Remains of fishes have been found by Mr. Prestwich in a formation of sandstone and red conglomerate which overlie the old red sandstone in Hampshire. He supposes the deposit to be of the age of the coal-measures, an opinion which is in accordance with the characters of the ichthyolites as determined by Mr. Agassiz.

One of the most perplexing enigmas in paleontology has lately been solved by Dr. Buckland, who has discovered that some curious fossils of the oolitic and cretaceous strata, which had long baffled the skill of comparative anatomists, are in fact the upper and lower jaws of extinct species of Chimaera, a rare genus of living fish. These fossils had been found by Sir P. Egerton in the Kimmeridge clay, by Mr. Townsend in the Portland stone, and by Mr. Mantell in the chalk. They belong to four distinct species, of which the characters are given by Mr. Agassiz. The scientific world is indebted to Dr. Buckland for comparing the skeleton of the recent Chimaera with the fossils alluded to.

Mr. Agassiz has described two very singular genera of fossil fish from the lias, one of which has been known under the name of *Squalo-ras* from Lyme Regis; the other from Whitby, called *Gymnophis microstoma*, probably the largest known fish.

Hitherto the new red sandstone in Great Britain had been destitute of all organic remains, but some distinct impressions of fish of the genus *Palaeoniscus*, Ag., have now been observed in this formation near Dungannon in Ireland. The geological position of these has been pointed out in Mr. Marchant, and a slab of sandstone presented to the society by Mr. Greville exhibits on a single surface only two feet square, impressions of about 250 fishes.

(To be continued.)

#### TIN BOUNDS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR.—It is amusing to see the expiring struggles of the class of persons calling themselves bound-owners of Cornwall, who for so many years have been keeping the mines and population of that great county idle, whilst they annually performed the farce of turning up four turfs, with the hope of retaining a right which most of them have forfeited for ages.

The chief part of the obligations of those who have made such desperate efforts to destroy the duchy rights we pass unnoticed, but when we see statements made by some whose names or situations may give currency to the matter they advertise, it is necessary to contradict them, or show their absurdity. Of this nature is a letter which has appeared in several Cornish papers, signed "John Silvester," and which also (with an advertisement in the

## GLOSSARY OF ENGLISH MINING TERMS.

The publication of a double sheet affords us the opportunity of closing the first section of our Glossary of Mining Terms.

CORNWALL.

[Continued from No. 36.]

**Flint**—The firm rock beneath the diluvium.

**Feeder**—A branch when it falls into the lode.

**Fling**—A two-pointed pick.

**Flat rods**—Rods for communicating motion from the engine horizontally.

**Florin tin**—Tin ore scarcely perceptible in the stone; tin ore stamped very small. (Pryce.)

**Fluke**—The head of the charger; an instrument used for cleansing the hole previously to blasting.

**Fluccus**—A soft clayey substance which is generally found to accompany the cross-courses and slides, and occasionally accompanies lodes; but when applied to a vein means a cross-vein or course composed of clay.

**Footwall**—Is the wall under the lode; it is sometimes also called the under-laying wall.

**Footway**—The ladders by which the workmen ascend and descend.

**Forepiece**—A piece of timber put in a level, shaft, &c., in a diagonal position, for keeping the ground open.

**Fork**—“Water in fork,” water all drawn out; the bottom of the engine-shaft.

**Furnace**—The place in which the ore is placed for the purpose of smelting or reduction.

**Gad**—A pointed wedge of a peculiar form, having its sides of a parabolic figure.

**Gilt**—Mica.

**Good levels**—Levels driven nearly horizontal.

**Gozzan**—Oxide of iron and quartz, generally occurring in lodes at shallow depths.

**Grass**—The surface.

**Grain tin**—Crystalline tin ore; metallic tin smelted with charcoal.

**Grate**—Stamps grates; a metallic plate pierced with small holes; it is attached to the stamp, and through the holes the stamped ore escapes therefrom.

**Griddle or riddle**—A sieve.

**Grinder**—Machinery for crushing the ores between iron cylinders or barrels.

**Grouse**—Decomposed granite; but sometimes applied to the solid rock.

**Ground**—The country; the stratum in which the lode is found.

**Gulph of ore**—A very large deposit of ore in a lode.

**Gummers**—Levels or workings.

**Gulf**—A gutter; a channel for water.

**Haltener**—The dresser of, or operator on the halvans.

**Halvans**—The ores which are not sufficiently rich to be offered for sale until much of the impurities with which they are mixed is removed by operations in water.

**Hanging wall**—The wall or side over the lode.

**Hauling**—Drawing ore or attle out of the mine.

**Head sword**—The water running through the adit.

**Heave**—The horizontal dislocation which occurs when one lode is intersected by another having a different direction. A right or left hand heave is when the part of the intersected lode on the opposite side of the traversing vein is found by turning either to the right or left.

**Hook handles**—The handles by which a windlass is worked.

**Horse**—The dead ground included between two branches of a lode, at the point of their separation.

**Horse arm**—The part of a horse-whim to which the horses are attached.

**House of water**—A vug or space, whether artificially excavated or not, filled with water.

**H. Piece**—See Aitch piece.

**Hutch**—Cistern or box.

**Jigger**—Cleaver of the ores.

**Jigging**—Separating the ore with a griddle or wire-bottomed sieve, the heavier substance passing through to the bottom or lower part of the sieve; the lighter substances remaining on the upper part are put by for halvans.

**Ice stone**—Hard clay slate—horn-blende—horn-blende slate—horn-stone.

**Juncton**—Applied to where veins unite.

**Juniper**—A long horer, worked by one person.

**Kerve**—A large vat.

**Kibble**—A bucket usually made of iron, in which the ore, &c. are drawn to the surface.

**Kibble filter**—Man who sends up work, &c. to the surface.

**Killas**—Clay slate.

**Lander**—Man who attends at mouth of shaft to receive the kibble in which ore, rubbish, &c. are brought to the surface.

**Lappior**—The dresser of the leavings.

**Laths**—The boards which are put behind and supported by the “durns.”

**Launder**—Tubes or gutters for the conveyance of water—their form that of a long box, wanting the upper side and both ends.

**Leader of the lode**—A branch or small vein—part of the main lode.

**Leaves**—Empty places—old workings or vughs.

**Leat**—A water-course. (Pryce.)

**Leavings**—The ores which are left after the “crop” is taken out.

**Levees**—Galleries driven on the lode usually at 10, 20, 30, &c. fathom below the adit level.

**Lifters**—Wood beams, to which the iron heads of a stamping mill are fastened.

**Lock piece**—A piece of timber used in supporting the workings.

**Lode**—A regular vein producing or affording any kind of metal.

**Lobs**—Slime containing ore.

**Lost levels**—Levels which are not driven horizontally.

**Machine whim**—A rotatory steam-engine employed for winding.

**Mallet**—An instrument used with the horer.

**Material man**—One who delivers out and has care of the materials.

**Meet earth**—The vegetable mould.

**Mock lead**—Blende.

**Moorstone**—Granite.

**Mundic**—Iron pyrites.

**Needle or Nail**—A long taper piece of copper or iron with a copper point, used when stamping the hole for blasting, to make by its withdrawal an aperture for the insertion of the rush or train.

**Owner's account men**—Workmen paid at so much per day.

**Pack**—To occasion the speedy subsidence of the ore in the process of tossing or chumming, by beating the keeve in which it is performed by a hammer.

**Pair**—Gang or party of men.

**Parcel**—A heap of ore dressed, and ready for sale.

**Pass**—An opening left for letting down stuff to the level.

**Peach**—Chlorite.

**Peda Cain**—A bunch of ore at a distance from the lode.

**Pick**—An instrument of common use, as well in agriculture as in mining.

**Picker or Poker**—A hand-chisel for dishing, which is held in one hand, and struck with a hammer.

**Pillar**—A piece of ground left to support the roof or hanging wall.

**Pile**—Limits of the piece of ground set to tributaries.

**Pitch bag**—A bag covered with pitch, into which powder is put (previously to its being introduced into a damp hole), that it may be protected from moisture.

**Pits**—One employed to look after the lifts of pumps and the drainage.

**Pitwork**—The pumps and other apparatus of the engine-shaft.

**Plat**—Ground taken away to contain any ores or deads.

**Plunger**—The piston or force of a forcing pump.

**Plunger lift**—The sets of pipes attached to a forcing pump.

**Point of the horse**—The spot where the vein is divided into two or more branches.

**Pot-holes**—Pronounced porose,—the pit underneath a water-wheel.

**Pot-groin**—Soft decomposed granite.

**Pow**—Soft white clay, esteemed a favourable indication when found in a lode.

**Prel**—A solid piece of ore; a specimen.

**Product**—Fine copper contained in one hundred parts of ore.

**Poser**—The cashier or paymaster at the mines.

**Quere**—A small cavity or fissure.

**Rock**—An inclined frame on which the ores and slime are washed and separated.

**Raking**—Is a process of separating small ore from the earthy particles by means of an inclined wood frame; the impurities being washed off, and the ore remaining near the head of the rack taken from thence undergoes tossing.

**Reed or spire**—Gorse, or other tubular vegetable, into which gunpowder is put to convey a train from the snuff to the charge, the reed being put into the aperture made by the needle.

**Rifing**—Separating the ores.

**Relief**—When one workman of the same pair changes core, or takes the place of another.

**Riddle or griddle**—A sieve.

**Rising**—Digging upwards.

**Ron**—Large stones, rough.

**Rullers**—The persons who work the wheelbarrows under ground.

**Rus**—When excavations fall together.

**Rush**—Used for the same purposes as the reed and spire.

**Seal**—A shale or portion of earth, rock, &c., which separates and falls from the main body.

**Scoraz lode**—A lode having no gozzan on its back or near the surface.

**Serpaz**—A piece of iron used to take out the pulverised matter which remains in the hole when bored previously to blasting.

**Sease**—A horse load.

**Set**—A number of mines taken upon lease.

**Set of timber**—A frame complete to support each side of the vein, level, or shaft.

**Set off**—The part of a connecting rod to which the bucket rod is attached.

**Shaft**—A sinking or pit either on the lode or through the country.

**Shaking**—Washing the ores.

**Shammel**—When ore or water is lifted part of the required height by one machine or person, and part by another.

**Shears**—Two very high pieces of wood placed in nearly a vertical position on each side of a shaft, and united at the top, over which, by means of a pulley, passes the capstan rope. This is for the convenience of lifting out or lowering into the shaft, timber, or other things of great length.

**Sheft**—The firm rock.

**Shieve**—The pulley over which the whim-rope passes.

**Shoading**—Tracing round stones from the vale to the lode whence they were torn by the deluge, or by some convulsion of nature.

**Shoofing**—Shutting or blasting, fracturing and separating by the use of gunpowder.

**Sinking**—Digging downwards.

**Skimpings**—Skinnings of the light ores, &c., in the dressing processes.

**Slide**—A vein of clay, which, intersecting a lode, occasions a vertical dislocation.

**Slimes**—Mud containing metallic ores; mud or earthy particles mixed with the ore.

**Smelting**—Reducing the ores by means of fire.

**Snoff or match**—A substance, frequently brown paper, or other slowly combustible substance, which is ignited at one end, the other being in contact with the rush or train in blasting; the slow combustion is to permit the escape of the labourers.

**Sollar**—A small platform at the end of a certain number of ladders.

**Spalling**—The breaking up into small pieces, for the sake of easily separating the ore from the rock, after which it undergoes the process of cobbing.

**Span beam**—The horizontal beam passing over the whim in which the upper pivot of the perpendicular axis moves.

**Spar**—Quartz.

**Spend**—To break ground; to work away.

**Squat of ore**—See Bunch.

**Stamps**—Machinery for crushing the ores with the presence of water.

**Stamp head**—The iron weight or head connected with the stamps.

**Standard**—The price of fine copper.

**Stannary laws**—Regulations for the management, &c. of tanners, administered by equity judges resident in Cornwall and Devon.

**Stem**—A day's work.

**Stope**—A horizontal bed.—To stope, to excavate horizontally, layer after layer.

**Strike**—A lanner or box of wood without ends, in which the process of washing or tying is performed.

**Strapping plates**—The iron plates by which the connexion rods are fastened to each other.

**Stream tin**—Tin ore found in the form of pebbles, most frequently in vales.

**Streamers**—The persons who work in search of stream tin.

**String**—A small vein.

**Stuff**—Attle or rubbish.

**Stull**—Timber placed in the backs of levels, and covered with boards or small poles to support rubbish.

**Sturt**—When a tributary takes a pitch at a high tribute, and cuts a course of ore, he sometimes gets two, three, to five hundred pounds in two months; this great wages is called a sturt.

**Sump**—A pit; the bottom of the engine-shaft.

**Sump shaft**—The engine-shaft.

**Sumpmen**—The pitman's assistants; men who attend to the machinery

## AND COMMERCIAL GAZETTE.

## FROM THE LONDON GAZETTE,

Tuesday, May 10.

## PARTNERSHIPS DISSOLVED.

The following list of the joint-stock projects which have been brought forward in Liverpool and Manchester since the commencement of the present year:

LIVERPOOL.		Capital.
Apothecaries' Company	...	£100,000
Merchants' Joint-Stock Salt Company	...	250,000
Baking Company	...	100,000
Union Mill Company	...	150,000
Montpelier Company	...	100,000
Arcade Company	...	80,000
Independent Newspaper Company	...	20,000
Spinning and Manufacturing Cotton Wool, and Bleaching	...	250,000
Cotton Twist and Power-loom Cloth Company	...	500,000
Flint Glass Company	...	20,000
Bottle and Flint-Glass Company	...	100,000
Union Paper Mill Company	...	150,000
Liverpool and Birmingham Locomotive Steam-Engine and Carriage Company	...	20,000
Liverpool and Weaver Carrying Company	...	80,000
Liverpool and Birkenhead Royal Brewery	...	300,000
Ale and Porter Brewery Company	...	200,000
Joint-Stock Distillery Company	...	400,000
Warehousing Company	...	100,000
Union Commercial Company	...	500,000
Iron Boat Building Company	...	100,000
Wine and Fruit Joint-Stock Company	...	300,000
Joint-Stock Bricks, Lime, and Cement Company	...	400,000
Floating Bath Joint-Stock Company	...	2,500
Dee, Mersey, and North Wales Carrying Company	...	30,000
Fish Company	...	50,000
Joint-Stock Soap Works	...	100,000
Liverpool and Harrington Dock Company	...	200,000
Tramore Dock Company	...	300,000
Liverpool and North Wales Steam Packet Company	...	50,000
Royal Lizard Union Steam Packet Company	...	20,000
Steam Towing Company	...	50,000
Royal Rock Ferry Steam Packet Company	...	35,000
Mostyn Ferry and Villa Company	...	30,000
Egremont Hotel and Ferry Company	...	25,000
New Brighton Ferry Company	...	180,000
Seacombe Marine Building Land Company	...	30,000
Liverpool South Pacific Fishery Company	...	100,000
Liverpool and Vauxhall Road Size and Bone Company	...	5,000

## MANCHESTER, &amp;c.

Manchester and Salford Ale and Porter Brewery Company	...	£200,000
Union Malting and Brewing Company	...	300,000
Joint-Stock Company for the Erection of Warehouses, &c. in Manchester.	...	200,000
Manchester General Cemetery	...	20,000
Salford and Hulme Cemetery	...	20,000
Pendleton, Hulme, and Broughton Royal Cemetery	...	40,000
Ardwick Cemetery	...	30,000
Hulme Cemetery	...	30,000
Necropolis	...	30,000
Stockport Cemetery	...	25,000
Manchester and Salford Union Saw Mill Company	...	80,000
Exchange and Discount Banking Company of Manchester	...	1,000,000
Manchester Joint-Stock Exchange Buildings	...	300,000
Manchester Lloyd's Association	...	20,000
Victoria Park Tontine	...	750,000
Manchester Zoological, Botanical, and Public Gardens Company	...	200,000
Manchester Proprietary School	...	25,000
Soap Company	...	60,000
Union Plate Glass Company	...	180,000
Manchester Baths (Zara-street)	...	10,000
Britannic Bath Company	...	10,000
Manchester Marine Assurance Company	...	1,000,000
Paper Company	...	100,000

## LIVERPOOL AND MANCHESTER.

Liverpool and Manchester Hide Tanning and Leather Company	...	£300,000
Soap, Alkali, and Turpentine Works	...	120,000
Sugar Refining Company	...	300,000
Sperm Oil Refining Company	...	150,000
Guardian and South Lancashire Comp.	...	10,000
Coal Company	...	70,000
Fish Company	...	80,000
Timber Co. & Saw Mills Establishment	...	500,000
North of England Letter-Press Foundry Company	...	40,000
Lancashire Wire Drawing, Metals, Pin, and Needle Company	...	60,000
British Cotton Company	...	2,500,000
Manchester and Liverpool Union Distillery Company	...	200,000
Plate Glass Company	...	100,000

## BANKS.

Ashton, Stalybridge, Hyde, and Cheshire Joint-Stock Bank	...	£500,000
Bury and Heywood Banking Company	...	300,000
South Lancashire Banking Company	...	500,000
Manchester and Salford Bank	...	1,000,000
Bank of Stockport	...	400,000
Union Bank of Manchester	...	600,000
Imperial Bank of England—chief Bank, Liverpool	...	5,000,000
Isle of Man and Liverpool Joint-Stock Banking Company	...	250,000
Royal Bank of Liverpool	...	2,000,000
Liverpool United Trades Bank	...	400,000
United Banking Company of Australia and Van Dieman's Land (head-office, Liverpool)	...	600,000

## RAILWAYS.

Manchester and Leeds	...	£11,550,000
Manchester South Union	...	1,400,000
Cheshire Junction	...	500,000
Chester and Crewe Junction	...	200,000
— Junction	...	1,000,000
— and Birkenhead	...	300,000
Midland Counties	...	1,000,000
North Midland	...	1,000,000
Cheltenham, Oxford, and Tring	...	1,400,000
Dublin and Drogheda	...	600,000
Edinburgh and Glasgow	...	—
Stockport and Manchester	...	100,000

## Railways which have received Acts of Parliament.

Grand Junction	...	£1,000,000
London and Birmingham	...	2,500,000
London and Southampton	...	1,000,000
Manchester, Bolton, and Bury Canal and Railway	...	—
North Union	...	—

## SUMMARY.

Number.	Capital.
11	£5,397,500
14	4,630,000
11	11,550,000
12	7,500,000
5	4,500,000
Total	104 £37,997,500

## METEOROLOGICAL JOURNAL, 1836.

Temperature.	Barometer.	Wind.	Temperature.	Barometer.
Thursd. 5 from 36 to 49	29.64 to 29.50	Sunday 8 57 50	36.19 to 36.16	29.50 to 29.45
Friday 6 54 57	29.56 to 29.51	Mondy 9 58 50	36.15 to 36.12	29.45 to 29.40
Saturd. 7 52 55	30.17 to 30.20	Tuesday 10 55 50	36.12 to 36.07	29.40 to 29.35
		Wednesday 11 55 00	36.12 to 36.07	

Prevailing winds N. by E. and W. by S. Generally clear, except the 5th, and morning of the 8th: raining generally all the morning of the 8th. Rain fallen, 8 of an inch.

CHARLES HENRY ADAMS.

## FROM THE LONDON GAZETTE,

Tuesday, May 10.

## PARTNERSHIPS DISSOLVED.

G. Inchboard and G. Gately, Oldham, Lancashire, drapers—J. J. Johnson and J. C. Hunt, Grey Eagle-street, Spitalfields, hearth-rug makers—D. B. Smith and C. Cooke, Birmingham, grocers—R. M. Evans and E. Roberts, Bridston, solicitors—E. M. Butterly, H. Butterly, and C. Butterly, Chiswell-street, grocers—J. Chetham and J. Newton, Dukinfield, Cheshire, waste dealers—W. Kendrick and M. Kenrick, Bristol, silversmiths; so far as regards the said D. Thomas—T. Williamson and G. Moody, Manchester, stuff merchants—W. Rowden and J. Rowden, Calne, Wiltshire, victuallers—J. Chapman and J. Slight, Broughton, Lincolnshire, blacksmiths—W. Newton and F. Richmond, Tawton, Somersetshire, blues-drapers—A. Moffatt, T. J. Moffatt, and H. Moffatt, Fenchurch Buildings, tea-brokers; so far as regards the said E. Jones, J. Nichols, and E. Jones, jun., Newport, Monmouthshire, timber merchants—J. Snodden and T. Buck, Bradford, Yorkshire, woodstaplers—W. Hitchcock and J. Greenhow, Red Lion-street, Clerkenwell, jewellers—J. Sharpe and J. Rowland, Albemarle-street, brick-founders—S. Bottomley and B. Stead, Horton, Yorkshire, worsted spinners—S. W. Crump, P. Westall, and J. Parton, Birmingham, linen drapers; so far as regards the said S. W. Crump—J. Andrews, H. Jowett, T. Jowett, B. Sowden, T. Illingworth, and T. Hainsworth, Clayton, Yorkshire, worsted stuff manufacturers.

## INSOLVENT.

May 10, John Hagger, Richmond, Surrey, cordwainer.

## BANKRUPTS.

Charles Berry, Birmingham, stationer, to surrender May 25, June 21, at the Union Hotel, Birmingham. Solicitors Mr. Marshall, Birmingham; and Messrs. Adlington, Gregory, Faulkner, and Pollett, Bedford-row.

John Berry, Birmingham, glass manufacturer, May 20, June 21, at the Union Hotel, Birmingham. Solicitors Mr. Marshall, Birmingham; and Messrs. Adlington, Gregory, Faulkner, and Pollett, Bedford-row.

George Shulzebotham, Macclesfield, coach-builder, May 26, June 21, at the Macclesfield Arms Inn, Macclesfield, coach-builder, Messrs. Grimstead and Welsh, Macclesfield; and Messrs. Bell, Brodrick, and Bell, Bow-church-yard.

George Stratton, Chester, hotel and tavern keeper, May 26, June 21, at the Commissioners' Rooms, Manchester, solicitors—A. M. Marson, Beresford-street, and W. Thomas, Gregory, Faulkner, and Pollett, Bedford-row.

Richard Furness, Preston, slate, May 27, June 21, at the Town Hall, Preston, solicitors, Messrs. Armstrong, Preston; and Mr. Chester, Staple Inn.

## DIVIDENDS.

June 6, A. L. Wiggin, Brighton, surgeon—June 8, R. Brown, Oxford-street, chiropractor—May 31, E. Law, Lower Thames-street, salt-merchant—May 31, W. Clarke, Cheapside, silversmith—June 1, J. R. Withers, Bristol, linen-draper—May 20, W. Richardson, King-street, Covent-garden, wine-merchant—June 2, A. Lazarus, Chiswell-street, linen-draper—June 3, W. H. Gaden, Liverpool, merchant—June 2, C. E. Elkins and V. May, Liverpool, patent silk-hat manufacturers—June 2, H. Dixon, J. C. Lavater, and J. K. Casey, Liverpool, merchants—June 3, T. Holman, Devonport, printer—June 5, S. Franklin, Ferriby-slice, Lincolnshire, miller—June 9, G. Arnott and J. Tomkinson, Oldham, Lancashire, timber-merchants—June 8, W. Dixon, Scarborough, Yorkshire, draper.

## CERTIFICATES TO BE GRANTED, UNLESS CAUSE IS SHOWN TO THE CONTRARY, ON OR BEFORE

May 31.

R. A. Braise, Oxford, saddler—J. Robinson, Birmingham, jobbing smith—W. Dixon, Scarborough, Yorkshire, draper—J. R. Jameson, Bermondsey-wall, rope-maker—J. Raven, Suffolk-lane, Croydon, wall-rope-maker—E. W. Davies and M. Davies, Oswestry, Shropshire, timber-merchants—E. W. Gaebel, Liverpool, merchant—J. W. Haines, Upper-street, Islington, linen-draper.

## Friday, May 13.

## PARTNERSHIPS DISSOLVED.

T. Clayton and W. Helme, Preston, Lancashire, cotton-spinners—G. Powell and W. Powell, East Lenham, Kent, farmers—R. C. Frost and J. E. Burton, Lower Thames-street—S. Green and E. Green, Wellington, Shropshire, governesses—R. May and J. Napier, Manchester, dyers—J. Patrick and S. Smith, West-end, Yorkshire, silk-spinners—G. Smith and J. Parker, Manchester, dyers—A. Mossman

## PRICES OF STOCKS.

## ENGLISH PUBLIC FUNDS.

	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
BANK STOCK, 5 per Cent.	210 11	210 12	212 1	212 12	212 12	212 12
3 per cent. Red. Anns.	90 1	91 1	91 1	91 1	91 1	91 1
5 per cent. Consols	91 1	92 1	92 1	92 1	92 1	92 1
5 per cent. Anns.	181 1	—	99 1	99 1	99 1	99 1
5 per cent. Anns.	122 1	—	—	—	—	—
5 per cent. Red. Anns.	90 1	90 1	90 1	90 1	90 1	90 1
New 5 per cent. Anns.	100 1	100 1	100 1	100 1	100 1	100 1
New 5 per cent.	—	—	—	—	—	—
Long Anns.	180 10	181 10	181 10	181 10	181 10	181 10
Anns. for 50 Years	180 10	181 10	181 10	181 10	181 10	181 10
Ditto	180 10	181 10	181 10	181 10	181 10	181 10
Omnibus	—	—	—	—	—	—
India Stock, 104 per Cent.	—	—	—	—	—	—
South Sea Stock, 54 per Cent.	—	—	—	—	—	—
Ditto Old Anns. 5 per Cent.	90 1	90 1	—	—	—	—
New 5 per cent.	—	—	—	—	—	—
Long Anns.	180 10	181 10	181 10	181 10	181 10	181 10
Anns. for 50 Years	180 10	181 10	181 10	181 10	181 10	181 10
Ditto	180 10	181 10	181 10	181 10	181 10	181 10
Eschequer Bills, 1jd. per Cent.	17 19	17 19	17 19	17 19	17 19	17 19
Ditto	17 19	17 19	17 19	17 19	17 19	17 19
Ditto	17 19	17 19	17 19	17 19	17 19	17 19
Ditto	17 19	17 19	17 19	17 19	17 19	17 19
Ditto	17 19	17 19	17 19	17 19	17 19	17 19
2 per cent. Cons. for Account	91 1 2	91 1 2	92 1	92 1	92 1	92 1
India Stock Om. for Op. Apr. 14	250	—	—	—	—	—

## BANK OF ENGLAND.—TRANSFER BOOKS.

	SUN.	MON.	TUES.	WED.	THUR.	FRI.
3 per cent. Consols	Thursday, June 2, 1836.	Thursday, July 14, 1836.				
New 54 per cent.	Thursday, June 2, 1836.	Thursday, July 14, 1836.				
3 per cent. 112 1/2.	Tuesday, June 7, 1836.	Tuesday, July 12, 1836.				
New 5 per cent.	Tuesday, June 7, 1836.	Tuesday, July 12, 1836.				
Accounts for terms of years	Wednesday, June 8, 1836.	Wednesday, July 20, 1836.				
India Stock.	Thursday, June 2, 1836.	Thursday, July 14, 1836.				
South Sea Stocks.	Friday, June 3, 1836.	Wednesday, July 15, 1836.				
New South Sea Anns.	Thursday, June 2, 1836.	Thursday, July 14, 1836.				
5 per cent. Anns. 175 1/2	Thursday, June 2, 1836.	Thursday, July 14, 1836.				

## FOREIGN STOCKS.

	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	100 1	100 1	100 1	100 1	100 1	100 1
Belgian, 5 per Cent.	101 1	101 1	102 1	102 1	102 1	102 1
Brazilian	90 1	90 1	90 1	90 1	90 1	90 1
Ditto, 180 10	—	—	—	—	—	—
Buenos Ayres, 6 per Cent.	—	—	—	—	—	—
Colombian, 5 per Cent.	40 1	40 1	—	—	—	—
Ditto, 182 1/2 ditto	80 1	80 1	82 1	82 1	82 1	82 1
Danish, 3 per Cent.	—	—	—	—	—	—
Dutch, 2 per Cent.	—	—	—	—	—	—
Greek, 5 per Cent.	—	—	—	—	—	—
Ditto, 185 10, 5 per Cent.	—	—	—	—	—	—
Mexican, 5 per Cent.	—	—	—	—	—	—
Ditto, deferred do.	—	—	—	—	—	—
Ditto, 180 10, 6 per Cent.	—	—	—	—	—	—
Ditto, def. do. 6 per Cent.	—	—	—	—	—	—
Neapolitan, 5 per Cent. 182 1/2	—	—	—	—	—	—
Portuguese, 5 per Cent.	24	—	—	—	—	—
Ditto, New ditto.	84 1/2	84 1/2	85 1/2	85 1/2	85 1/2	85 1/2
Ditto, 3 per Cent.	—	—	—	—	—	—
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 182 10, 5 per Cent.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Spanish, 5 per Cent. Consols	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2	49 1/2
Ditto, passive.	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2	140 1/2
Ditto, deferred.	228 1	—	222	234	—	223
Dutch, 2 per Cent.	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Ditto, per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2

## FRENCH FUNDS.

	SUNDAY.	MAY 5.	MAY 6.	MAY 7.	MAY 8.	MAY 9.	MAY 10.	MAY 11.
May 5.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Ex. on Lond. 1 mth.	257 42c.	257 42c.	257 42c.	257 42c.	257 42c.	257 42c.	257 42c.	257 42c.
ditto 8 mths.	257 27c.	257 27c.	257 27c.	257 27c.	257 27c.	257 27c.	257 27c.	257 27c.
4 per cent. Anns.	101f. 25c.	101f. 40c.	—	—	—	—	—	—
3 per cent.	81f. 90c.	82f.	82f. 10c.	82f. 15c.	82f.	82f. 25c.	—	—
Bank Shares	224f.	225f.	226f.	225f.	226f.	226f.	226f.	226f.

## IRISH FUNDS.

	SUNDAY.	MAY 12.	MAY 13.	MAY 14.	MAY 15.	MAY 16.	MAY 17.	MAY 18.
Bank Stock	204	204	204	204	204	204	204	204
Government Debentures 51 per cent.	91/4	91/4	91/4	91/4	91/4	91/4	91/4	91/4
Ditto Stock	54 per cent.							
Ditto New	54 per cent.							
Ditto ditto, reduced	4 per cent.							
Consols	8 per cent.	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
City Debentures	4 per cent.	79	79	79	79	79	79	79
Bank Debentures	2 per cent.							
Eschequer Bills	26 per cent.	—	—	—	—	—	—	—

## AMERICAN FUNDS.

	SUNDAY.	MAY 1.	MAY 2.	MAY 3.	MAY 4.	MAY 5.	MAY 6.	MAY 7.	MAY 8.
New York 6 1837	100 14	Louisiana 5 1844, 7, 50, 2.	101	101	101	101	101	101	101
1845	120	120	120	120	120	120	120	120	120
1847	100 12	100 12	100 12	100 12	100 12	100 12	100 12	100 12	100 12
1848	110	110	110	110	110	110	110	110	110
Pennsylv. 40, 41	103	United States 7, 1836.	242	121	121	121	121	121	121
1846	105 9	Louisiana 9, 1837.	234	129	129	129	129	129	129
1853, 4.	99	107 9	Bank of Louisiana 9, 1837.	26	129	129	129		